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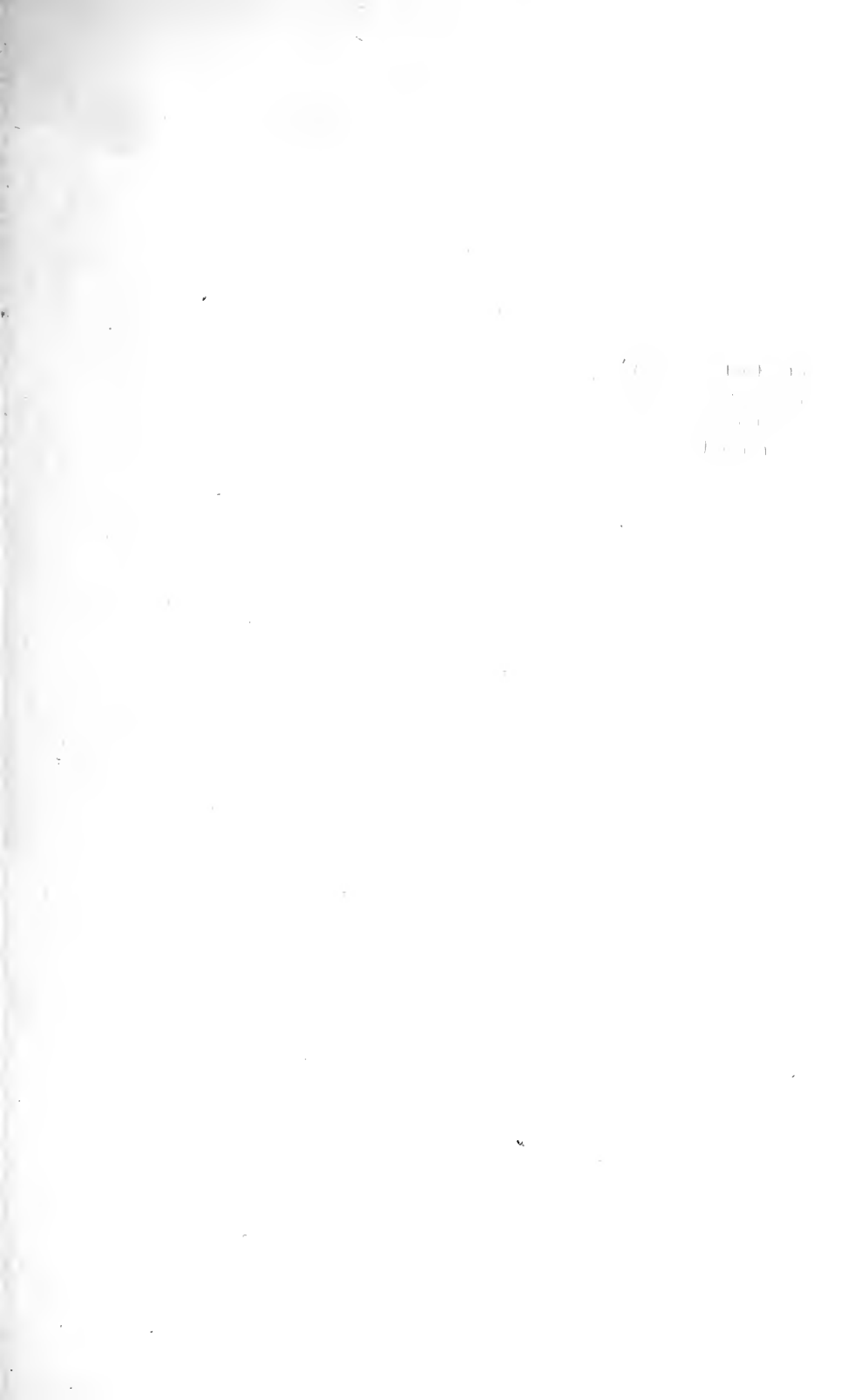
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1901





NINTH ANNUAL REPORT

OF THE

MASSACHUSETTS

HIGHWAY COMMISSION.

1901

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JANUARY, 1902.



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MAPEL 1901

# Commonwealth of Massachusetts.

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*To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled.*

The undersigned commissioners, appointed under the provisions of chapter 476 of the Acts of 1893, entitled "An Act to provide for the appointment of a Highway Commission to improve the public roads, and to define its powers and duties," and under the provisions of chapter 474 of the Acts of 1900, entitled "An Act relative to the Massachusetts Highway Commission," herewith submit their ninth annual report.

W. E. McCLINTOCK.

HAROLD PARKER.

JOHN H. MANNING.

BOSTON, MASS., Dec. 26, 1901.



# LIST OF OFFICERS OF THE MASSACHUSETTS HIGHWAY COMMISSION.

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|                        |   |           |                       |
|------------------------|---|-----------|-----------------------|
| WILLIAM E. MCCLINTOCK, | } | . . . . . | <i>Commissioners.</i> |
| HAROLD PARKER,         |   |           |                       |
| JOHN H. MANNING,       |   |           |                       |

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|                     |           |                   |
|---------------------|-----------|-------------------|
| AUSTIN B. FLETCHER, | . . . . . | <i>Secretary.</i> |
|---------------------|-----------|-------------------|

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|-------------------|-----------|----------------------|
| JOHN M. MCCARTHY, | . . . . . | <i>Clerk.</i>        |
| EDWARD A. AUSTIN, | . . . . . | <i>Clerk.</i>        |
| MARY A. RILEY,    | . . . . . | <i>Stenographer.</i> |
| ELTING J. O'HARA, | . . . . . | <i>Stenographer.</i> |
| ALICE M. WORTHEN, | . . . . . | <i>Copyist.</i>      |
| FRED FAIR,        | . . . . . | <i>Office Boy.</i>   |

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# ANNUAL REPORT

## OF THE

### MASSACHUSETTS HIGHWAY COMMISSION.

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In accordance with the provisions of the act of July 10, 1900, appropriating for the construction and maintenance of State highways, \$100,000 became available for the use of the commission on Jan. 1, 1901. On April 10, 1901, the sum of \$500,000 was appropriated by the Legislature for the same purpose, and with the condition that \$100,000 should not be available until Jan. 1, 1902. The commission, therefore, has had the sum of \$500,000 which could be used for work during the year. In addition to the \$100,000 held over from the appropriation of 1900, considerable sums allotted for expenditure during that year were actually disbursed during the year 1901, unavoidable delays having prevented the completion of several contracts.

Additional lay-outs were made during 1901, amounting to 325,705 feet (61.68 miles), bringing the grand total up to 1,993,643 feet (377.58 miles). The number of miles of road finished during the year was approximately 62, making a total of about 358 miles of completed State highway at the end of the year 1901. On most of the remaining 20 miles laid out but not completed the work is in various stages of progress, although in a few instances no work will be done under the contracts before the coming spring.

#### MEETINGS OF THE COMMISSION.

The commission has held 81 meetings at its office in Boston during the past year, besides many others at different points in the State. The regular hearings provided for in the statutes were held, at least one in every county in the State. These hearings have generally been well attended.

Important discussions have occurred at these meetings, touching upon methods of construction, materials and road machinery, and the commission has thereby been enabled to give and to obtain much valuable information. From the testimony of the selectmen the commission is much pleased to report that fully fifty towns in different parts of the Commonwealth have made appropriations and built macadam roads.

The macadam roads thus built by the towns since 1894, and independent of the State roads, measure in the aggregate about 500 miles. The object lesson furnished by the State has had its effect on the towns, and they are in most instances carefully considering drainage, foundation and other details of construction.

In addition to the county hearings, over 175 special hearings, relating to particular petitions, have been held, mostly in the office in Boston. During the winter months these hearings consume a large share of the time of the commission, but information is thus obtained as to local conditions that is of great value to the commission when the allotments are made.

The method adopted last year, of dividing the State into three divisions, with each member of the commission to investigate the needs of his division, has worked very satisfactorily during the present year. Under this system there have been few delays, and in the "small town" work particularly it has been possible to determine the local conditions and make recommendations as to what should be done and the best manner of doing it. The whole Board has, in addition to the division work, made various trips to different parts of the State, in order to acquaint itself with the general manner of constructing and maintaining the State roads, and also to examine roads which the municipal authorities have petitioned to be taken as State roads. The commissioners find such trips to be absolutely necessary to keep them in touch with the work.

#### CONTRACTS.

All work done by the commission must be done by contract, either with the town or city authorities, or, after due advertisement, with private contractors.

The main difficulty in carrying on road work by contract is the delay which occurs from the breaking of machinery and

from the lack of labor. In the agricultural districts it is often impossible to hire men during the season of harvesting the crops, and consequently all work ceases for a time. So far as possible, contracts are let so that the work can be prosecuted at such times as not to interfere with the farm work, but such action is not at all times possible.

Many of the men employed by the commission to look after the State's interests have been at the work several years, and are thoroughly competent. Other men lack judgment at critical points, and cause more or less trouble to both the commission and the contractor; but the number of experienced men is increasing each year, and as a result the work proceeds more evenly, while the cost is being reduced.

Surveys of contemplated roads are made so as to give ample time for the studying of the grades and drainage; and in the main the work is being carried on in a very satisfactory manner. Many of the surveys are made in the winter by the resident engineers, thus keeping them at work, and making it possible to give them permanent employment and prevent their seeking employment elsewhere, which would be likely to occur if they were dropped even for a short time.

During the year 87 contracts were entered into, of which 27 were with town or city authorities and 60 with private individuals or corporations.

#### PETITIONS.

The total number of petitions for the location and construction of State highways up to the issue of this report is 561. Fifty-three new petitions were received during the year 1901. These petitions cover 1,469 miles of road, and they are from 277 towns and 25 cities. All of the petitions received during the past year were from towns, and they cover 135 miles of road not previously petitioned for.

#### STREET RAILWAYS.

The difficulties resulting from street railway tracks upon State highways, referred to in the last report of the commission, have materially increased during the year. There are at the present time street railways operating on State roads in 99 different cities and towns. In 4 of these municipalities there

are 2 different companies. The length of street railway tracks has been increased by 251 miles during the year, while 32,200,000 more passengers were carried than during the previous year.

There is a gradually growing tendency on the part of the town authorities to have the street railway tracks placed well out toward the sides of the roads and clear of the travelled way. In many instances the street railway companies have placed their tracks at a permanent grade and graded the entire width of the travelled way, thus obviating the necessity of any further movement of the tracks.

Two petitions have been received by the commission, jointly signed by the selectmen of the towns and the presidents of the street railway companies, for the establishment of lines and grades of the tracks of the street railway companies, the grading of the highways and partial payments of the cost of grading by the Commonwealth, in accordance with the provisions of section 38, chapter 112 of the Revised Laws. In both instances the benefit to the traveller by either the street railway or the highway would be great. No official action has yet been taken on these petitions, as they were presented after the allotments for the year had been made by the commission, and consequently there were no available funds.

Chapter 112 of the Revised Laws requires all street railway companies to pay an excise tax to the different cities and towns, based upon the ratio of the miles of track in the city or town to the total miles operated by the railway company. Section 11 specifies that street railway companies shall not be required to keep any portion of the surface material of streets, roads and bridges in repair. It is unquestionably a fact that on State roads the Commonwealth is required to perform the same duties as are performed by municipalities on their roads, and maintain the surface of that part of the highway location occupied by the street railway tracks. The additional cost resulting from this class of work apparently increases the annual cost per mile of maintenance of State highways; but it works no hardship on the Commonwealth, as in no case will the amount thus expended be equal to the \$50 per mile which may be charged to the town as its share of the annual cost of maintenance.

Section 45, chapter 112 of the Revised Laws, reads as fol-

lows: "If, upon the trial of an action against a city, town, railroad corporation or bridge corporation, the plaintiff recovers damages for an injury to his person or property which was caused by reason of a defect in a street, highway or bridge which is occupied by the tracks of a street railway company, and the street railway company is liable for such damages and has had reasonable notice to defend the action, the city, town, railroad corporation or bridge corporation may recover the damages, and all the costs of both plaintiff and defendant in the action from the street railway company."

In an opinion of the Attorney-General, given to the commission during the past year, it would appear that the Commonwealth may be required to defend a suit for damages for injuries to a person travelling in a street railway car. The opinion further says: "If in such a case the Commonwealth were obliged to pay damages, there is no statutory provision giving a remedy over against the street railway company to the Commonwealth, as is provided in the case of cities, towns, steam railroads or bridge corporations." This is such an obvious oversight that the commission feels that it has but to call attention to it to have a correction made.

In the last report of the commission attention was called to the defective system of granting locations to street railway companies by boards of selectmen. The commission wishes to emphasize what it said a year or more ago, and urges the necessity of placing the approval of such locations in the hands of one central authority. With the law as it now stands, two or more rival street railway companies may obtain locations from the same local board over the same road, or one company may obtain a location in one town and another company may secure the right of way in the adjacent town, the result being that the building of a through street railway becomes an impossibility. A carefully worded opinion of the Attorney-General satisfies the Board that it has no power to adjudicate on petitions of different street railway companies, but must approve or disapprove locations granted by local authorities, and in the order in which they reach the commission. While the present law might have been thoroughly satisfactory up to a comparatively recent date, there can be no question that, with the present enormous growth of the street railway system, it is

obsolete, and should be made to conform to the changed conditions.

In the main, the relations of the Highway Commission and street railway companies are satisfactory. There are many questions of law not as yet well understood, but, as the street railway companies are willing to meet the commission on fairly liberal terms, no special reference will be made to them at the present time.

#### COUNTY ASSESSMENTS.

In accordance with the provisions of the statutes, the several counties in which State roads are built are required to repay to the State one-quarter of the amount expended during the year. The time of this repayment may, if desired, extend over six years from the date of the assessment; but in several instances, including some of those in which the amount of the assessment is greatest, the counties have preferred to pay the entire sum due at the end of each year. The amount assessed upon the counties during the year 1901 was \$107,505.30.

#### ESTIMATES FOR 1902.

For the year 1902 the commission has recommended an appropriation of \$500,000, with the condition, as heretofore, that \$100,000 should be available only after Jan. 1, 1903. This sum is believed to be necessary and sufficient for the proper extension of the great system of State highways, of which already more than 350 miles have been constructed. The commission is of the opinion that the sum recommended can be expended with greater efficiency and economy than either a larger or a smaller amount; and it also believes that an appropriation of this sum for each year, for at least two years in advance, would greatly facilitate all engineering and construction work, and materially reduce the cost of the same.

#### LAND AND GRADE DAMAGES.

The laying out of State highways has been much expedited and many costly delays prevented by the act of last year, which enables local boards to save the Commonwealth harmless against all claims and demands for damages which may be sustained by any person whose property has been taken for or injured by the construction of any highway which the Highway Commis-

sion proposes to lay out and construct as a State highway. It is now and always has been the policy of the Highway Commission to cause as little damage to abutting land owners as is consistent with good grades and complete drainage, and to perform such work as may seem necessary to do away with unsightly features and to allow of a reasonably safe use of driveways. The releases of either the abutters or local boards are intended to protect the Commonwealth against unjust claims.

It often happens that after a careful study of a lay-out and grade there are individual cases where injury is preventable by a slight and comparatively unimportant change of either line or grade. The Board is always ready to consider such changes, even although a release has been signed.

For outstanding claims against the Commonwealth, see Appendix C.

#### CONSTRUCTION.

The methods employed by the commission in building State roads have been thoroughly described in previous reports, and will not be repeated at this time.

The main difficulty the commission has to contend with is to apply the method which will give perfectly safe and at the same time economical results when the road to be built passes over a sub-grade of doubtful soil. Such roads can be built to bear up the heaviest load that may be expected to pass over them during all conditions of weather; but when the drainage and foundation which may seem to be necessary to produce good results are effected, the cost is great, and unless these precautions are required, the heavy cost is unnecessary.

It is a well-known fact to road builders that, with reasonably good grades, the surface of the road is much easier to maintain on grades than on the low ground between two hills or on any flat grade. This is particularly true of gravel roads.

The soils found in the sub-grades may be divided into three general classes; first, sand or gravel; second, clay; and third, sandy loam.

1. *Sand or Gravel.* — The thickness of the roadway surfacing over sand and gravel is determined by the weight and volume of traffic alone. On roads of light traffic this thickness is four inches, which is increased to six inches on heavy-traffic roads.

The increased thickness is used more particularly to reduce the cost of maintenance, as by its use the road will wear a much longer period of time before it will require picking up and re-surfacing.

The main feature of building thin macadam roads over sand is to thoroughly compact the stone by rolling before opening them to traffic, as by so doing subsequent movement of the fragments of broken stone is prevented, and ruts will not develop.

2. *Clay.* — Clay as found in sub-grades is a variable substance. It may be a pure blue clay, or it may be mixed with sand in different proportions. The pure blue clay sub-grade requires heroic treatment, if positive stable results are expected. The ground water must be removed as far as possible, to insure a reasonably dry foundation. This may be done by one or two side drains, the number depending upon the general slope of the adjacent ground, or by a centre drain.

It is customary to place one drain on the up-hill side, and one on each side in a cut or on a level grade. It is not at all times an easy problem to determine whether side or centre drains should be put in, and no general rule can be laid down that will cover this part of the work. A special study must be made of the sub-grade and of the stone or gravel supply, and comparative estimates based upon these studies will make an intelligent conclusion possible. If a good quality of gravel can be found within a reasonable distance from the road which is being built, it is economical to spread it on the roadway to a depth of from two to six inches over the clay sub-grade, and on this gravel to spread the broken stone. The gravel thus placed serves a double purpose,—it improves the drainage and reduces the depth of the broken stone surfacing. Gravel placed in this manner should be used only when it can be placed on the road for a price that is less than would be paid for broken stone; at the same cost per cubic yard, broken stone is preferable.

Clay that is mixed with more or less sand has to be studied very carefully. If the percentage of sand is large and the grains of sand coarse, the drains on grades may possibly be omitted and probably need be put over only fairly level places, and the thickness of the broken stone and of the gravel may be lessened. If, on the other hand, the sand be fine-grained and

in smaller proportion, a great deal of judgment is needed to know just how it should be treated.

The standard thickness of covering should be used on level stretches, with a possible reduction in depth on grades. If any weakness develops later on, the thickness of covering may be obtained by spreading on more stone and rolling it.

On the same principle, the drains may be omitted at the time of building, putting them where needed only at any subsequent time, if the roadway shows indications of rutting.

3. *Sandy Loam*. — A sub-grade of sandy loam is the most difficult to know how to treat. Generally speaking, if thirty per cent. or more of the material will pass through a No. 100 screen, the introduction of a drain does no particular good, the capillarity of the soil being so great that it will not give out the ground water. Under frost action the bearing-up properties are very poor, and the thickness of the covering will have to be increased until the weight is distributed over an area large enough to reduce the pressure to a safe limit.

When this kind of soil is met with, it is exceedingly variable in quality, and unless tests are made at very short intervals, its character cannot be determined. It is therefore well to place the broken stone, or stone and good gravel, on the road to a depth of twelve or fourteen inches when the sandy loam is known to be poor, and to reduce this thickness to six inches when it is of doubtful quality. If in the use of the road weak spots develop, these spots can be strengthened by placing more stone over that already there, and thus increase the thickness. By this method no greater outlay is incurred than is actually necessary, as determined by experience.

The commission finds that each year the number of good road builders is increasing. In its early work few of the engineers employed by the commission, or of the superintendents or road commissioners engaged on town work, had had experience in modern road building. A marked improvement is shown in the engineers, while many of the towns' road officers are capable of building as good a road as is built by the commission. In many cases where a town has taken the contract to build a State road, and their superintendent is fitted to do so, he is allowed to proceed without a resident engineer. It is the intention of the commission to conduct the work in this manner wherever

possible, as by so doing a large saving can be made in the engineering expenses, while the town officers will be benefited by the experience. An occasional visit of the division engineers to the different roads under construction will enable the commission to see that the contracts are being properly carried out. Another change in the same direction is to build without any preliminary survey, whenever the road to be built presents no unusual features.

#### GRADES.

The importance of reducing hills to a reasonably low grade has been referred to so many times in the reports of the commission that there seems no necessity for repeating the arguments at the present time. The commission, so far as possible, is grading long stretches of road and covering them with the best available material, leaving the more permanent surfacing to be done in the future and at those parts only that require it. There can be no question but that such treatment will be thoroughly satisfactory. It will materially increase the efficiency of the entire length of the road, and will do it at a cost much below what would be entailed by completing short sections at different times.

#### COST.

The commission has constantly in mind the cost of the roads built under its direction, and by a careful study of each road to be built strives to eliminate every item which appears to be unnecessary to give good and lasting results. The conditions met with in some parts of the State are so complex that the average cost per mile for the entire Commonwealth will continue to be fairly high, notwithstanding the simple requirements of other sections.

No class of public work offers greater opportunity for watchfulness than does road building. This watchfulness must begin with the preliminary survey and continue throughout the planning and building, and end only when the last stroke of work is performed. Imperfect planning and incompetent supervision are the two principal causes of unnecessarily high-cost work. When the survey of a road is now ordered, ample time is allowed to carefully study the quality and location of materials, the nature of the sub-soil which is to constitute the foundation, the different parts of the drainage problem, and the grades.

Particular attention is paid to the old surfacing material, with reference to utilizing it as far as possible; and it frequently happens that this last item determines the thickness of broken stone or gravel to be placed on the improved roadway. While there still remain many opportunities, the commission feels confident that great improvement is shown in planning the work. With the increased experience, which can only come from long-continued practice, the engineers charged with looking after the interests of the Commonwealth, and the contractors, whether municipal or private, who are building the roads, are performing their duties more intelligently and consequently more economically. During no year since the commission began its work have better roads been built, and at no time has the average cost per mile been so low as during the present year. The fact must not be lost sight of that many of the cities and towns have by vote accepted the eight-hour day permitted by legislative enactment. Some of these same municipalities have fixed the rate of labor at two dollars per day. Under such conditions it is hardly reasonable to suppose that the low cost of road building in some of the neighboring States can be reached in Massachusetts.

In Appendix G will be found a table showing the cost per mile of roads built during the year 1901.

#### MAINTENANCE.

The cost of maintaining State roads, being, as it must be, a constantly increasing item, has caused the commission many hours of thought and investigation. In making the annual report of this expenditure it is but fair to say that all the money received from the various towns for State road maintenance, within their respective boundaries, is received by the State Treasurer, and is not credited to the Highway Commission; so that, as the length of the State highway system increases, the repair account also grows, and, notwithstanding the payments made by the towns, less is each year available for construction out of the annual appropriation.

Under the street railway law of 1898 the excise tax paid by street railways to towns for the maintenance of roads over which they are built must still be paid to such towns, although it may well be that all the street railways within the limits of

such towns are located on State highways. As the purpose of this law was to pay back to towns the extra cost of maintaining roads caused by the presence of street railways upon them, it does not seem just that this amount should be so paid where the cost of such maintenance is borne by the State.

In constructing a system of State roads, the object has been and is to secure for the State a net-work of thoroughly built highways, connecting the towns together and ultimately reaching every part of the Commonwealth. These highways are devised and built upon the most approved methods, with grades, drainage and foundations designed to last forever, with proper care, the only perishable portion being the surface. It is necessary, then, to keep a constant watch on this portion of the roads, to see that no defect remains uncorrected; that any depression that will hold moisture is immediately filled; that all accumulations of sand or mud are removed; that all outlets for the immediate escape of water are kept free; that grass in grass gutters is mowed; and that innumerable other items of care are attended to. In addition to all this, the original stone or gravel surface in time wears out and must be removed. This is what the care of State roads means, and it has been the aim of the commission to find out the most economical way to do it. Where continuous sections of State road exist, as is now the case in many parts of the State, it has been found well to make contracts with reliable persons or with towns to care for specified lengths of road for an agreed-upon price, under the direction of the engineers of the commission. Where the sections are small, this method cannot so well be employed, and in such cases the engineer makes the required repairs, as occasion demands.

Some criticisms have been received of roads that have worn out sooner than they apparently should. That this is a just criticism the commission fully believes. The commission, however, points with some degree of satisfaction to the State highways of Massachusetts as a whole. Many different kinds of stone have been used, for the purpose of discovering the most economical, and some have proved inadequate, but in no instance has more than the surface given away.

The commission has used gravel for building and repairing

State roads wherever such use has been warranted. It is plain that in many parts of the State no gravel can be found, and in these parts either gravel or broken stone must be imported; and, where the cost is approximately the same, broken stone has usually been employed, being more enduring. In other parts good gravel prevails. In these locations it is the opinion of the commission that the State roads should be made and repaired with gravel, except in places where the travel is heavy and constant. Whether a State road is of stone or gravel, the same method of preparing the sub-grade for the surface is employed, so that, if a gravel road proves insufficient, its surface can easily and at a small cost be covered with stone.

#### “SMALL TOWN” WORK.

Under the provisions of chapter 432 of the Acts of 1900 there have been filed with the commission 131 petitions, from 86 towns; and 74 allotments have been made, in 63 towns.

As a result of the studies of the highways and town ways in the various towns, it is found that there has been a constant deterioration of the road surfaces for many years. This is due to several causes. The first, and the principal one, comes from a general disregard of necessary drainage. In nearly all of the towns the gutters are filled with vegetation, or have been neglected for so long a time that the roadway becomes its own drainage bed. The next cause, and one perhaps equally as injurious in its effect, is the wrong use of the road machine. The road machine, when used for shaping new construction and for cleaning the gutters of worn-out material which has been washed from the road, is very useful; but when it is used for scraping upon the surface the worn-out material washed to the sides, the result is a most serious injury, making a road dusty in dry weather and muddy in wet weather, and possessing not a single good quality. Not a few localities have been found in which the use of the road machine has been continued for many years, and in such places the roads gradually deteriorate.

Road repairing is a very serious problem with many of the towns, especially in the western part of the State, where the expense is very high, on account of the lack of proper material. As there are many instances where the soil is generally hard-

pan or clay, and there is an ample supply of field stone, the commission is of the opinion that stone crushers should be placed in the various counties, so that crushed stone may be used as a substitute for the otherwise poor materials.

The fact that in western Massachusetts many of the towns have declined in population and wealth, but still have as many or more miles of road to care for as formerly, renders the burden of maintaining their roads very heavy, if not actually insupportable. Roads have even been found in some of the towns on which there has been no repair work done for over fifteen years. The assistance of the Commonwealth accorded to these towns is therefore peculiarly acceptable, and, though small, as it must be under the law, it is heartily welcomed. As an indication of the appreciation of these towns of the benefit of this work, it may be said that with few exceptions they have very materially added to the State allotments by contributions of their own.

The commission is of the opinion that, on the whole, the "small town" act of 1900 has proved a wise one. Its general effect so far has been exceedingly beneficial to the smaller towns. It is not alone in the material aid given by the State to these towns that they may profit, but the officials acquire a practical knowledge of road building and repair which is felt indirectly on all the roads of the town where work is subsequently done by them. In other words, the commission is convinced that the practical education thus supplied will have a vast influence in producing better roads throughout the State. It may be said in this connection that the "small town" work has a more direct beneficial influence upon road men outside the cities and large towns than have the more expensive and elaborate State roads, which are much beyond the means of the ordinary country road maker. It may be added that in most cases where State aid has been given to towns it has been used in improvements to roads which will ultimately become parts of the State highway system; so that money thus paid out by the State will do a double service, in that a present need is satisfied, and the work so done will reduce the ultimate cost of State roads.

It is impossible for the commission to respond favorably to

all petitions. Every petition must be considered on its merits, and although in general the commission believes that the applications which are received are worthy of allotments, yet some manifestly are not. At the present time 47 petitions are on file, upon which no action has been taken. Of these, a large proportion should receive favorable consideration. It is also probable that many more will be received before next year's allotments are made. It appears, therefore, that the five per cent. of the appropriation for the construction and repair of State highways set aside by the act each year will not be sufficient to do all of the work that the commission would approve. Under last year's amendment to the "small town" act, allowing the expenditure of a second five per cent. in towns of over \$1,000,000 valuation, only one town has petitioned, showing either that the conditions attached to it are unpopular, or that the larger towns are not in need of the State's assistance. It may well be, however, that sufficient time has not yet elapsed since the passage of the act to give it a fair test. The amendments of last year have, without doubt, improved the original "small town" act.

#### STEAM ROAD ROLLERS.

The Commonwealth now owns 17 steam rollers, the purchase of which by the Highway Commission was authorized by various acts of the Legislature. These rollers are primarily for the use of towns of less than 12,000 population, although under certain conditions they may be used in the repair or construction of State roads. These rollers are very heavy. They are run long distances over rough and hilly country roads; loaded onto and unloaded from cars; subjected to rough usage in the heavy work which is required of them, and generally receive such treatment as to demand frequent repairs and the replacement of movable parts which are either lost or stolen. The commission has made a careful study of the problem, and is convinced that the most effective and economical way to care for these machines is to employ a good mechanic, who will not only make the necessary repairs, but will instruct the different roller men how to operate their rollers. Generally speaking, the men employed to run the rollers are well posted on stationary engines, but have little or no experience on machines subject to

the varying conditions which are met with in this class of work. The result is that slight defects often develop into disablement, that is not only costly to remedy but is serious in the loss of time to the town using the roller.

These rollers were meant for the use of small towns, and it was the evident intent of the Legislature that the towns should pay for their maintenance and the cost of operating. As the law is framed at the present time, it is impossible for the commission to make an equitable distribution among the towns using the rollers of the cost of operation and maintenance. The commission would recommend that any money paid into the State treasury by the towns for the use or care of rollers be credited to the State highway fund, to be again used by the commission, instead of being credited to the State highway loan, as the Auditor rules has to be done under the law.

The steam rollers have been generally kept at work during the year, and the improvement in town roads as a result of their use is very marked. In the opinion of the commission, no one act of the Legislature has given a greater impetus to the good roads movement in the Commonwealth than the one authorizing the purchase of rollers.

#### ENGINEERING.

The engineering work of the commission has been conducted during the past year under the direction of Mr. Charles Mills, chief engineer, who has had charge of all the engineering and construction work.

Messrs. A. M. Lovis and S. A. Parsons, first and second assistant engineers, respectively, have had charge of the surveying parties and of the office work. Messrs. W. R. Farrington, J. A. Johnston, F. H. Joyner, F. C. Pillsbury and W. B. Wheeler, division engineers, have had charge of the construction work in the field. The list of resident engineers will be found in Appendix B.

Messrs. H. R. Starbird, D. W. Merrill, E. N. Colburn and F. M. Stuart have been employed as chiefs of survey parties, with Messrs. D. H. Dickinson, E. C. Hayden, N. B. Wilber and G. F. Whittemore as transitmen, and G. G. Bartlett, D. P. Clark, N. Maynard, A. S. Merrill, H. C. Miner, C. B. Hollis and R. E. Kimball as rodmen.

Messrs. J. H. Taylor, D. M. Hudson, C. R. Brown, W. G. Burns, A. Larrabee and C. F. Fitz have been employed in the draughting room as draughtsmen and computers. Mr. E. J. O'Hara has been employed as the chief engineer's stenographer.

Mr. Charles Mills, who had been employed as chief engineer of the commission since it began building State roads, resigned that position on the first day of December. The commission takes this occasion to express its appreciation of the engineering skill of Mr. Mills, and of the permanency of all the work done under his direction. The duties of the office were at all times exacting, and often exceedingly trying. On the resignation of the chief engineer the commission abolished the office, and the duties which were performed by that official will now devolve upon the secretary of the Board and the five division engineers.

#### BRIDGES BEGUN AND COMPLETED DURING THE YEAR.

Two bridges have been built over the Wewacantit River, the boundary line between the towns of Wareham and Marion. They are cast-iron pile bridges, with plank floors and brick surfaces, their spans being 106 feet and 80.5 feet, respectively. They were built jointly by the New Bedford & Onset Street Railway Company, the towns of Wareham and Marion and the Highway Commission.

In Williamsburg an old bridge over Mill River has been replaced by a plate-girder bridge having a span of 40 feet. By a change made in the channel of the river two old bridges were abolished, the material obtained from excavating for the new channel being used to fill the old river channel and also to raise the grade of the road.

In West Brookfield, Warren and Marshfield solid floor bridges, consisting of I-beams, brick and concrete arches and macadam surface, have been built, the spans being less than 30 feet.

In addition to the bridges described above, numerous culverts of various sizes have been constructed, to take care of surface water.

## SURVEYS.

During the year surveys for preliminary studies, estimates and lay-outs have been made in 65 towns, a total length of 73 miles; and grade stakes for construction work have been set in 126 towns, representing a length of 92 miles, part of this being for work unfinished in 1900.

Final surveys have been made in 89 towns, the total length of such surveys being 55 miles. Surveys for "small town" work have been made in 36 towns, a total length of 30 miles; and about 20 miles of miscellaneous surveys have been made for roads to be constructed by towns.

## OFFICE ENGINEERING WORK.

Plans, profiles and cross-sections have been plotted of surveys in 67 towns, representing a length of 73 miles. The plans and profiles were plotted on a horizontal scale of 40 feet to an inch, the vertical scale being 8 feet to an inch. The cross-sections were plotted on a natural scale of 4 feet to an inch.

Lay-out plans have been made of roads in 91 towns. Plans to accompany decrees for street railway locations on State highways and for provisional locations have been made in 28 towns; plans and profiles for work under the "small town" act in 33 towns; and miscellaneous plans, for 20 miles of road, have also been made.

Preliminary estimates in 104 towns, representing 68 miles, have been made, and also final estimates in 79 towns, representing 50 miles.

Bridge plans have been made as follows:—

Nine I-beam bridges, solid floor; spans, 12 to 28 feet.

One I-beam bridge, wooden floor; span, 22 feet.

One plate-girder bridge, solid floor; span, 40 feet.

One plate-girder bridge, wooden floor; span, 40 feet.

One cast-iron pile bridge, brick floor; span, 80.5 feet.

One cast-iron pile bridge, brick floor; span, 106 feet.

## EXPENDITURES.

The following is a summary of the expenditures of the Highway Commission from Dec. 1, 1900, to Dec. 1, 1901:—

## CONSTRUCTION EXPENDITURES.

| TOWN OR CITY.                            | Year of Lay-out. | Amount.    | Totals.     |
|--|------------------|------------|-------------|
| <i>Barnstable County.</i>                |                  |            |             |
| Barnstable, . . . . .                    | 1901             | \$1,649 26 |             |
| Brewster (1st), . . . . .                | 1901             | 3,030 13   |             |
| Brewster (2d), . . . . .                 | 1901             | 4,199 77   |             |
| Chatham, . . . . .                       | 1901             | 1,856 40   |             |
| Dennis (1st), . . . . .                  | 1900             | 325 22     |             |
| Dennis (2d), . . . . .                   | 1900             | 333 39     |             |
| Dennis, . . . . .                        | 1901             | 2,088 40   |             |
| Harwich (1st), . . . . .                 | 1900             | 151 78     |             |
| Harwich (2d), . . . . .                  | 1900             | 2,538 93   |             |
| Orleans, . . . . .                       | 1900             | 878 10     |             |
| Provincetown, . . . . .                  | 1901             | 796 32     |             |
| Sandwich, . . . . .                      | 1898             | 7 61       |             |
| Sandwich, . . . . .                      | 1900             | 4,301 72   |             |
| Truro (1900 contract), . . . . .         | 1895             | 1,584 84   |             |
| Truro (1901 contract), . . . . .         | 1895             | 904 99     |             |
|  |                  |            | \$24,646 86 |
| <i>Berkshire County.</i>                 |                  |            |             |
| Cheshire, . . . . .                      | 1901             | \$759 09   |             |
| Dalton, . . . . .                        | 1896             | 197 69     |             |
| Lee, . . . . .                           | 1900             | 9,377 33   |             |
| Lenox, . . . . .                         | 1899             | 108 65     |             |
| Lenox, . . . . .                         | 1900             | 1,203 59   |             |
| North Adams, . . . . .                   | 1900             | 4,958 70   |             |
| North Adams, . . . . .                   | 1901             | 4,857 20   |             |
| Pittsfield, . . . . .                    | 1901             | 3,323 80   |             |
| Richmond, . . . . .                      | 1901             | 2,639 77   |             |
|  |                  |            | 27,425 82   |
| <i>Bristol County.</i>                   |                  |            |             |
| Acushnet, . . . . .                      | 1901             | \$2,788 29 |             |
| Attleborough, . . . . .                  | 1900             | 1,059 74   |             |
| Attleborough, . . . . .                  | 1901             | 3,511 20   |             |
| Dartmouth, . . . . .                     | 1900             | 309 47     |             |
| Dartmouth, . . . . .                     | 1901             | 5,725 43   |             |
| Easton, . . . . .                        | 1900             | 1,598 59   |             |
| Mansfield, . . . . .                     | 1901             | 7 20       |             |
| Rehoboth, . . . . .                      | 1899             | 291 05     |             |
| Seekonk, . . . . .                       | 1900             | 3,460 90   |             |
| Seekonk, . . . . .                       | 1901             | 1,741 71   |             |
| Somerset, . . . . .                      | 1899             | 217 30     |             |
| Somerset, . . . . .                      | 1900             | 23 75      |             |
| Somerset, . . . . .                      | 1901             | 19 68      |             |
| Taunton, . . . . .                       | 1900             | 321 50     |             |
| Taunton, . . . . .                       | 1901             | 1,350 70   |             |
|  |                  |            | 22,426 51   |
| <i>Amount carried forward,</i> . . . . . |                  |            | \$74,499 19 |

CONSTRUCTION EXPENDITURES — *Continued.*

| TOWN OR CITY.                     | Year of Lay-out. | Amount.     | Totals.      |
|-----------------------------------|------------------|-------------|--------------|
| <i>Amount brought forward,</i>    |                  |             | \$74,499 19  |
| <i>Dukes County.</i>              |                  |             |              |
| Edgartown, . . . . .              | 1900             | \$1,781 99  |              |
| Edgartown, . . . . .              | 1901             | 2,063 11    | 3,845 10     |
| <i>Essex County.</i>              |                  |             |              |
| Amesbury, . . . . .               | 1901             | \$4,901 87  |              |
| Groveland, . . . . .              | 1900             | 5,616 14    |              |
| Hamilton, . . . . .               | 1900             | 13 22       |              |
| Haverhill, . . . . .              | 1899             | 12,565 29   |              |
| Lynn, . . . . .                   | 1897             | 3,526 85    |              |
| Merrimac, . . . . .               | 1901             | 4,323 68    |              |
| Methuen, . . . . .                | 1900             | 2,960 93    |              |
| Methuen, . . . . .                | 1901             | 4,485 09    |              |
| Newbury, . . . . .                | 1900             | 4,389 13    |              |
| Newbury, . . . . .                | 1901             | 362 91      |              |
| North Andover, . . . . .          | 1900             | 2,398 44    |              |
| Salem, . . . . .                  | 1901             | 1,731 21    |              |
| Saugus, . . . . .                 | 1898             | 376 65      |              |
| Saugus (bridges), . . . . .       | 1898             | 76 05       |              |
| Swampscott, . . . . .             | 1897             | 1,018 13    |              |
| Swampscott, . . . . .             | 1900-01          | 5,692 22    |              |
| Wenham, . . . . .                 | 1901             | 4,277 47    | 58,715 28    |
| <i>Franklin County.</i>           |                  |             |              |
| Buckland, . . . . .               | 1898             | \$7 06      |              |
| Buckland, . . . . .               | 1900             | 1,829 61    |              |
| Colrain, . . . . .                | 1901             | 1,161 51    |              |
| Deerfield, . . . . .              | 1900             | 4,666 21    |              |
| Deerfield, . . . . .              | 1901             | 2,497 73    |              |
| Erving, . . . . .                 | 1899             | 164 90      |              |
| Erving (1900 contract), . . . . . | 1900             | 108 65      |              |
| Erving (1901 contract), . . . . . | 1900             | 2,667 45    |              |
| Greenfield, . . . . .             | 1900             | 3,111 25    |              |
| Montague, . . . . .               | 1899             | 2,933 12    |              |
| Northfield, . . . . .             | 1901             | 16 36       |              |
| Orange, . . . . .                 | 1900-01          | 5,178 00    |              |
| Whately, . . . . .                | 1899             | 108 55      |              |
| Whately, . . . . .                | 1901             | 3,586 95    | 28,037 45    |
| <i>Hampden County.</i>            |                  |             |              |
| Brimfield, . . . . .              | 1901             | \$567 36    |              |
| Chester, . . . . .                | 1900             | 172 16      |              |
| Chester, . . . . .                | 1901             | 4,693 14    |              |
| Monson, . . . . .                 | 1901             | 1,063 65    |              |
| Palmer, . . . . .                 | 1900             | 111 10      |              |
| Palmer (1st), . . . . .           | 1901             | 4,807 33    |              |
| Palmer (2d), . . . . .            | 1901             | 4,845 06    |              |
| Wales, . . . . .                  | 1901             | 493 13      |              |
| <i>Amounts carried forward,</i>   |                  | \$16,752 83 | \$165,097 02 |

CONSTRUCTION EXPENDITURES — *Continued.*

| TOWN OR CITY.                      | Year of<br>Lay-out. | Amount.     | Totals.      |
|------------------------------------|---------------------|-------------|--------------|
| <i>Amounts brought forward,</i>    |                     | \$16,752 83 | \$165,097 02 |
| Westfield, . . . . .               | 1901                | 5,027 70    |              |
| Wilbraham (1st), . . . . .         | 1901                | 1,527 00    |              |
| Wilbraham (2d), . . . . .          | 1901                | 24 15       | 23,331 68    |
| <i>Hampshire County.</i>           |                     |             |              |
| Amherst, . . . . .                 | 1901                | \$388 64    |              |
| Belchertown, . . . . .             | 1900                | 4,686 96    |              |
| Belchertown, . . . . .             | 1901                | 14 67       |              |
| Easthampton, . . . . .             | 1900-01             | 5,201 29    |              |
| Hadley, . . . . .                  | 1899                | 521 52      |              |
| Hatfield, . . . . .                | 1901                | 427 81      |              |
| Northampton, . . . . .             | 1899                | 65          |              |
| Williamsburg, . . . . .            | 1899                | 10 86       |              |
| Williamsburg, . . . . .            | 1901                | 7,364 93    | 18,617 33    |
| <i>Middlesex County.</i>           |                     |             |              |
| Acton (Great Road), . . . . .      | 1899                | \$24 58     |              |
| Acton (Great Road), . . . . .      | 1900                | 1,135 04    |              |
| Acton (Great Road), . . . . .      | 1901                | 5,052 58    |              |
| Acton (west), . . . . .            | 1901                | 8,278 46    |              |
| Bedford, . . . . .                 | —                   | 1 43        |              |
| Chelmsford, . . . . .              | 1901                | 4,424 47    |              |
| Concord, . . . . .                 | 1900                | 4,170 04    |              |
| Groton, . . . . .                  | 1901                | 37 76       |              |
| Lexington, . . . . .               | 1900                | 1,943 61    |              |
| Marlborough, . . . . .             | 1900                | 38 70       |              |
| Marlborough, . . . . .             | 1901                | 5,108 57    |              |
| Natick, . . . . .                  | 1901                | 6,181 27    |              |
| Newton, . . . . .                  | 1901                | 6,554 87    |              |
| North Reading, . . . . .           | 1901                | 5,178 35    |              |
| Reading, . . . . .                 | 1900                | 1,593 19    |              |
| Stoneham, . . . . .                | 1900                | 4,096 77    |              |
| Stoneham, . . . . .                | 1901                | 2,787 24    |              |
| Sudbury, . . . . .                 | 1900                | 854 47      |              |
| Sudbury, . . . . .                 | 1901                | 7,642 85    |              |
| Tewksbury, . . . . .               | 1900                | 117 21      |              |
| Tewksbury, . . . . .               | 1901                | 2,132 56    |              |
| Townsend (1st), . . . . .          | 1900                | 937 35      |              |
| Townsend (2d), . . . . .           | 1900                | 1,705 52    |              |
| Townsend (1st contract), . . . . . | 1901                | 43 65       |              |
| Townsend (2d contract), . . . . .  | 1901                | 1,240 62    |              |
| Wayland (1st), . . . . .           | 1900                | 1,331 91    |              |
| Wayland (2d), . . . . .            | 1900                | 4,486 12    |              |
| Winchester, . . . . .              | 1899                | 169 89      |              |
| Winchester, . . . . .              | 1900                | 16 42       |              |
| Woburn, . . . . .                  | 1900                | 1,555 93    |              |
| Woburn, . . . . .                  | 1901                | 2,372 07    | 81,213 50    |
| <i>Amount carried forward,</i>     |                     |             | \$288,259 53 |

CONSTRUCTION EXPENDITURES — *Continued.*

| TOWN OR CITY.                   | Year of Lay-out. | Amount.     | Totals.      |
|---------------------------------|------------------|-------------|--------------|
| <i>Amount brought forward,</i>  |                  |             | \$288,259 53 |
| <i>Nantucket County.</i>        |                  |             |              |
| Nantucket, . . . . .            | 1899             | \$157 43    |              |
| Nantucket, . . . . .            | 1900             | 1,342 21    |              |
| Nantucket, . . . . .            | 1901             | 551 14      | 2,050 78     |
| <i>Norfolk County.</i>          |                  |             |              |
| Braintree, . . . . .            | 1900             | \$4,688 04  |              |
| Cohasset, . . . . .             | 1900             | 1,546 07    |              |
| Foxborough, . . . . .           | 1901             | 3,141 68    |              |
| Milton, . . . . .               | 1900             | 4,457 44    |              |
| Walpole, . . . . .              | 1900             | 492 69      |              |
| Wellesley, . . . . .            | 1901             | 6,433 56    |              |
| Weymouth, . . . . .             | 1896             | 11 24       |              |
| Wrentham (1st), . . . . .       | 1900             | 189 52      |              |
| Wrentham (2d), . . . . .        | 1900             | 55 14       |              |
| Wrentham, . . . . .             | 1901             | 4,549 00    | 25,564 38    |
| <i>Plymouth County.</i>         |                  |             |              |
| Abington (1st), . . . . .       | 1900             | \$269 04    |              |
| Abington (2d), . . . . .        | 1900             | 3,695 53    |              |
| Abington, . . . . .             | 1901             | 4,851 75    |              |
| Brockton, . . . . .             | 1900             | 765 72      |              |
| Lakeville, . . . . .            | 1901             | 1,387 21    |              |
| Marion, . . . . .               | 1899             | 149 19      |              |
| Marion (1st), . . . . .         | 1901             | 902 42      |              |
| Marion (2d), . . . . .          | 1901             | 1,993 02    |              |
| Marshfield, . . . . .           | 1901             | 4,395 49    |              |
| Mattapoissett, . . . . .        | 1900             | 1,064 47    |              |
| Mattapoissett, . . . . .        | 1901             | 3,209 17    |              |
| Plymouth, . . . . .             | 1896             | 118 97      |              |
| Scituate, . . . . .             | 1900             | 993 52      |              |
| Wareham (1st), . . . . .        | 1901             | 2,256 08    |              |
| Wareham (2d), . . . . .         | 1901             | 2,109 53    |              |
| West Bridgewater, . . . . .     | 1900             | 4,796 77    |              |
| West Bridgewater, . . . . .     | 1901             | 2,571 75    | 35,529 63    |
| <i>Suffolk County.</i>          |                  |             |              |
| Chelsea, . . . . .              | 1901             | \$8 48      |              |
| Revere, . . . . .               | 1899             | 161 42      |              |
| Revere (bridges), . . . . .     | 1899             | 32 60       | 202 50       |
| <i>Worcester County.</i>        |                  |             |              |
| Auburn, . . . . .               | 1901             | \$2,040 77  |              |
| Barre, . . . . .                | 1899             | 119 39      |              |
| Barre, . . . . .                | 1900             | 4,571 64    |              |
| Barre, . . . . .                | —                | 5 70        |              |
| Blackstone, . . . . .           | 1900             | 4,724 16    |              |
| Brookfield, . . . . .           | 1900             | 161 64      |              |
| <i>Amounts carried forward,</i> |                  | \$11,623 30 | \$351,606 82 |

CONSTRUCTION EXPENDITURES — *Concluded.*

| TOWN OR CITY.                      | Year of<br>Lay-out. | Amount.     | Totals.      |
|------------------------------------|---------------------|-------------|--------------|
| <i>Amounts brought forward,</i>    |                     | \$11,623 30 | \$351,606 82 |
| Charlton, . . . . .                | 1901                | 59 45       |              |
| Fitchburg, . . . . .               | 1900                | 1,454 51    |              |
| Fitchburg, . . . . .               | 1901                | 3,716 83    |              |
| Gardner, . . . . .                 | 1897                | 227 56      |              |
| Gardner, . . . . .                 | 1900                | 2,185 62    |              |
| Gardner, . . . . .                 | 1901                | 5,132 25    |              |
| Hardwick, . . . . .                | 1901                | 4,167 02    |              |
| Harvard (1900 contract), . . . . . | 1900                | 5,611 96    |              |
| Harvard (1901 contract), . . . . . | 1900                | 2,859 66    |              |
| Holden, . . . . .                  | 1900                | 396 78      |              |
| Leicester, . . . . .               | 1899                | 612 51      |              |
| Leominster, . . . . .              | 1901                | 358 72      |              |
| Lunenburg, . . . . .               | 1900                | 750 76      |              |
| Lunenburg, . . . . .               | 1901                | 3,438 17    |              |
| Millbury, . . . . .                | 1900                | 4,190 33    |              |
| Northborough, . . . . .            | 1900                | 4,390 06    |              |
| Princeton, . . . . .               | 1900                | 4,990 42    |              |
| Shrewsbury, . . . . .              | 1899                | 243 31      |              |
| Shrewsbury, . . . . .              | 1900                | 4,074 90    |              |
| Spencer, . . . . .                 | 1899                | 594 11      |              |
| Spencer (1st), . . . . .           | 1900                | 1,746 38    |              |
| Spencer (2d), . . . . .            | 1900                | 7,211 88    |              |
| Sutton, . . . . .                  | 1901                | 4,994 64    |              |
| Templeton, . . . . .               | 1901                | 2,698 01    |              |
| Uxbridge, . . . . .                | 1901                | 4,559 64    |              |
| Warren, . . . . .                  | 1899                | 2 35        |              |
| Warren, . . . . .                  | 1900                | 780 21      |              |
| Warren, . . . . .                  | 1901                | 4,944 18    |              |
| West Brookfield, . . . . .         | 1900                | 22 57       |              |
| West Brookfield, . . . . .         | 1901                | 8,975 42    |              |
| Worcester, . . . . .               | 1900                | 5,206 10    |              |
|                                    |                     |             | 102,219 61   |
| Total, . . . . .                   |                     |             | \$453,826 43 |

## REPAIR AND MAINTENANCE EXPENDITURES.

| TOWN OR CITY.                  | Amount.  | Totals. |
|--------------------------------|----------|---------|
| <i>Barnstable County.</i>      |          |         |
| Barnstable, . . . . .          | \$198 10 |         |
| Bourne, . . . . .              | 137 04   |         |
| Brewster, . . . . .            | 215 18   |         |
| Chatham, . . . . .             | 54 25    |         |
| <i>Amount carried forward,</i> | \$604 57 |         |

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

| TOWN OR CITY.                             | Amount.  | Totals.    |
|---|----------|------------|
| <i>Amount brought forward,</i> . . . . .  | \$604 57 |            |
| Dennis, . . . . .                         | 387 80   |            |
| Harwich, . . . . .                        | 101 64   |            |
| Provincetown, . . . . .                   | 1 01     |            |
| Sandwich, . . . . .                       | 117 46   |            |
| Truro, . . . . .                          | 220 56   |            |
| Yarmouth (north), . . . . .               | 241 97   |            |
| Yarmouth (south), . . . . .               | 449 85   |            |
| Orleans, . . . . .                        | 32 59    |            |
|   |          | \$2,157 45 |
| <i>Berkshire County.</i>                  |          |            |
| Adams, . . . . .                          | \$152 45 |            |
| Cheshire, . . . . .                       | 151 53   |            |
| Dalton, . . . . .                         | 608 11   |            |
| Great Barrington, . . . . .               | 671 03   |            |
| Hancock, . . . . .                        | 596 76   |            |
| Lee, . . . . .                            | 405 36   |            |
| Lenox, . . . . .                          | 682 73   |            |
| North Adams, . . . . .                    | 132 50   |            |
| Pittsfield, . . . . .                     | 560 12   |            |
| Richmond, . . . . .                       | 494 56   |            |
| Williamstown, . . . . .                   | 163 78   |            |
| Windsor, . . . . .                        | 1 33     |            |
|   |          | 4,620 26   |
| <i>Bristol County.</i>                    |          |            |
| Acushnet, . . . . .                       | \$180 37 |            |
| Attleborough, . . . . .                   | 4 69     |            |
| Dartmouth, . . . . .                      | 73 03    |            |
| Easton, . . . . .                         | 10 62    |            |
| Fairhaven, . . . . .                      | 176 35   |            |
| North Attleborough, . . . . .             | 906 29   |            |
| Rehoboth, . . . . .                       | 39 77    |            |
| Seekonk, . . . . .                        | 2 65     |            |
| Somerset, . . . . .                       | 146 97   |            |
| Taunton, . . . . .                        | 59 55    |            |
| Westport, . . . . .                       | 826 48   |            |
|   |          | 2,426 77   |
| <i>Dukes County.</i>                      |          |            |
| Cottage City, . . . . .                   | \$465 70 |            |
| Edgartown, . . . . .                      | 62 92    |            |
| Tisbury, . . . . .                        | 113 96   |            |
| West Tisbury, . . . . .                   | 121 34   |            |
|   |          | 763 92     |
| <i>Essex County.</i>                      |          |            |
| Amesbury, . . . . .                       | \$137 61 |            |
| Andover, . . . . .                        | 188 47   |            |
| Beverly, . . . . .                        | 146 03   |            |
| Gloucester, . . . . .                     | 294 84   |            |
| Hamilton, . . . . .                       | 88 19    |            |
| <i>Amounts carried forward,</i> . . . . . | \$855 14 | \$9,968 40 |

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

| TOWN OR CITY.                             | Amount.  | Totals.     |
|---|----------|-------------|
| <i>Amounts brought forward, . . . . .</i> | \$855 14 | \$9,968 40  |
| Haverhill, . . . . .                      | 16 53    |             |
| Lawrence, . . . . .                       | 1,184 14 |             |
| Merrimac, . . . . .                       | 166 34   |             |
| Methuen, . . . . .                        | 143 72   |             |
| Newbury, . . . . .                        | 45 56    |             |
| Newburyport, . . . . .                    | 123 58   |             |
| North Andover, . . . . .                  | 90 21    |             |
| Saugus, . . . . .                         | 346 33   |             |
| Swampscott, . . . . .                     | 61 14    |             |
| Wenham, . . . . .                         | 50 86    |             |
| West Newbury, . . . . .                   | 198 08   |             |
| <i>Franklin County.</i>                   |          | 3,281 63    |
| Ashfield, . . . . .                       | \$303 02 |             |
| Buckland, . . . . .                       | 358 24   |             |
| Charlemont, . . . . .                     | 180 21   |             |
| Colrain, . . . . .                        | 150 93   |             |
| Deerfield, . . . . .                      | 103 27   |             |
| Erving, . . . . .                         | 143 97   |             |
| Greenfield, . . . . .                     | 78 66    |             |
| Montague, . . . . .                       | 13 62    |             |
| Orange, . . . . .                         | 69 92    |             |
| Shelburne, . . . . .                      | 52 65    |             |
| Sunderland, . . . . .                     | 88       |             |
| Whately, . . . . .                        | 12 04    |             |
| <i>Hampden County.</i>                    |          | 1,467 41    |
| Brimfield, . . . . .                      | \$127 30 |             |
| Chester, . . . . .                        | 216 42   |             |
| Chicopee, . . . . .                       | 497 79   |             |
| Monson, . . . . .                         | 95 22    |             |
| Palmer, . . . . .                         | 138 30   |             |
| Russell, . . . . .                        | 938 83   |             |
| Westfield, . . . . .                      | 355 23   |             |
| West Springfield, . . . . .               | 181 23   |             |
| Wilbraham, . . . . .                      | 34 06    |             |
| <i>Hampshire County.</i>                  |          | 2,584 38    |
| Belchertown, . . . . .                    | \$3 11   |             |
| Easthampton, . . . . .                    | 42 54    |             |
| Goshen, . . . . .                         | 53 81    |             |
| Granby, . . . . .                         | 55 06    |             |
| Hadley, . . . . .                         | 317 67   |             |
| Huntington, . . . . .                     | 412 32   |             |
| Northampton, . . . . .                    | 42 96    |             |
| South Hadley, . . . . .                   | 297 66   |             |
| Ware, . . . . .                           | 80 73    |             |
| Williamsburg, . . . . .                   | 80 48    |             |
|   |          | 1,386 34    |
| <i>Amount carried forward, . . . . .</i>  |          | \$18,688 16 |

REPAIR AND MAINTENANCE EXPENDITURES — *Continued*

| TOWN OR CITY.                             | Amount.          | Totals.            |
|---|------------------|--------------------|
| <i>Amount brought forward, . . . . .</i>  | <i>. . . . .</i> | \$18,688 16        |
| <i>Middlesex County.</i>                  |                  |                    |
| Acton, . . . . .                          | \$53 60          |                    |
| Ashby, . . . . .                          | 72 96            |                    |
| Bedford, . . . . .                        | 25 29            |                    |
| Boxborough, . . . . .                     | 36 62            |                    |
| Chelmsford, . . . . .                     | 67 97            |                    |
| Concord, . . . . .                        | 57 13            |                    |
| Lexington, . . . . .                      | 125 93           |                    |
| Lincoln, . . . . .                        | 72 84            |                    |
| Lowell (north), . . . . .                 | 25 12            |                    |
| Lowell (south), . . . . .                 | 1,455 10         |                    |
| Marlborough, . . . . .                    | 126 51           |                    |
| North Reading, . . . . .                  | 4 72             |                    |
| Reading, . . . . .                        | 133 49           |                    |
| Stoneham, . . . . .                       | 38 70            |                    |
| Sudbury, . . . . .                        | 21 08            |                    |
| Tewksbury, . . . . .                      | 23 30            |                    |
| Townsend, . . . . .                       | 131 96           |                    |
| Tyngsborough, . . . . .                   | 95 51            |                    |
| Watertown, . . . . .                      | 214 14           |                    |
| Wayland, . . . . .                        | 196 02           |                    |
| Weston, . . . . .                         | 126 63           |                    |
| Winchester, . . . . .                     | 340 64           |                    |
|   |                  | 3,445 26           |
| <i>Nantucket County.</i>                  |                  |                    |
| Nantucket, . . . . .                      | . . . . .        | 237 90             |
| <i>Norfolk County.</i>                    |                  |                    |
| Braintree, . . . . .                      | \$2 14           |                    |
| Cohasset, . . . . .                       | 33 50            |                    |
| Holbrook, . . . . .                       | 35 98            |                    |
| Milton, . . . . .                         | 1,210 34         |                    |
| Norfolk, . . . . .                        | 33 91            |                    |
| Norwood, . . . . .                        | 173 83           |                    |
| Quincy, . . . . .                         | 22 41            |                    |
| Walpole, . . . . .                        | 275 29           |                    |
| Westwood, . . . . .                       | 75 28            |                    |
| Weymouth, . . . . .                       | 123 99           |                    |
| Wrentham, . . . . .                       | 148 97           |                    |
|   |                  | 2,135 64           |
| <i>Plymouth County.</i>                   |                  |                    |
| Abington, . . . . .                       | \$3 27           |                    |
| Brockton, . . . . .                       | 92 53            |                    |
| Duxbury, . . . . .                        | 128 40           |                    |
| Hingham, . . . . .                        | 117 51           |                    |
| Marion, . . . . .                         | 110 58           |                    |
| Marshfield, . . . . .                     | 120 98           |                    |
| Mattapoisett, . . . . .                   | 119 30           |                    |
| <i>Amounts carried forward, . . . . .</i> | <i>\$692 57</i>  | <i>\$24,506 96</i> |

REPAIR AND MAINTENANCE EXPENDITURES—*Concluded.*

| TOWN OR CITY.                             | Amount.  | Totals.     |
|---|----------|-------------|
| <i>Amounts brought forward, . . . . .</i> | \$692 57 | \$24,506 96 |
| Middleborough, . . . . .                  | 71 76    |             |
| Plymouth, . . . . .                       | 546 05   |             |
| Scituate, . . . . .                       | 179 44   |             |
| Wareham, . . . . .                        | 26 48    |             |
| West Bridgewater, . . . . .               | 4 64     |             |
| Whitman, . . . . .                        | 180 13   |             |
|   |          | 1,701 07    |
| <i>Suffolk County.</i>                    |          |             |
| Revere (east), . . . . .                  | \$139 64 |             |
| Revere (west), . . . . .                  | 752 05   |             |
|   |          | 891 69      |
| <i>Worcester County.</i>                  |          |             |
| Athol, . . . . .                          | \$38 01  |             |
| Auburn, . . . . .                         | 424 34   |             |
| Barre, . . . . .                          | 28 00    |             |
| Blackstone, . . . . .                     | 15 39    |             |
| Brookfield, . . . . .                     | 165 16   |             |
| Fitchburg, . . . . .                      | 81 60    |             |
| Gardner, . . . . .                        | 189 96   |             |
| Grafton, . . . . .                        | 236 05   |             |
| Hardwick, . . . . .                       | 36 72    |             |
| Harvard, . . . . .                        | 3 28     |             |
| Holden, . . . . .                         | 261 37   |             |
| Leicester, . . . . .                      | 379 16   |             |
| Lunenburg, . . . . .                      | 225 62   |             |
| New Braintree, . . . . .                  | 14 51    |             |
| Northborough, . . . . .                   | 123 03   |             |
| Paxton, . . . . .                         | 237 87   |             |
| Phillipston, . . . . .                    | 91 82    |             |
| Princeton, . . . . .                      | 4 64     |             |
| Shrewsbury, . . . . .                     | 368 45   |             |
| Spencer, . . . . .                        | 78 58    |             |
| Sterling, . . . . .                       | 161 05   |             |
| Sturbridge, . . . . .                     | 83 99    |             |
| Sutton, . . . . .                         | 69 56    |             |
| Templeton, . . . . .                      | 42 74    |             |
| Uxbridge, . . . . .                       | 147 96   |             |
| Warren, . . . . .                         | 150 29   |             |
| Westborough, . . . . .                    | 13 99    |             |
| West Boylston, . . . . .                  | 24 54    |             |
| West Brookfield, . . . . .                | 32 35    |             |
| Westminster, . . . . .                    | 81 69    |             |
| Worcester, . . . . .                      | 150 03   |             |
|   |          | 3,961 75    |
| Total, . . . . .                          |          | \$31,061 47 |

Expended for repair and maintenance of steam road rollers, . . . \$429 82

## EXPENDITURES UNDER "SMALL TOWN" ACTS.

[Under Chapter 432 of the Acts of 1900.]

|   |             |
|---|-------------|
| Alford (two contracts), . . . . .           | \$333 00    |
| Avon, . . . . .                             | 460 00      |
| Blandford, . . . . .                        | 900 00      |
| Bolton, . . . . .                           | 500 00      |
| Carver, . . . . .                           | 800 00      |
| Danvers, . . . . .                          | 3,000 00    |
| Halifax, . . . . .                          | 300 00      |
| Hanson, . . . . .                           | 1,200 00    |
| Lanesborough, . . . . .                     | 450 00      |
| Lakeville, . . . . .                        | 700 00      |
| Maynard, . . . . .                          | 750 00      |
| Mendon, . . . . .                           | 660 00      |
| Middlefield, . . . . .                      | 400 00      |
| Monterey, . . . . .                         | 300 00      |
| Mount Washington, . . . . .                 | 342 00      |
| New Marlborough, . . . . .                  | 600 00      |
| Otis, . . . . .                             | 400 00      |
| Pembroke, . . . . .                         | 864 00      |
| Rochester (two contracts), . . . . .        | 3,000 00    |
| Sheffield, . . . . .                        | 1,000 00    |
| Stow, . . . . .                             | 448 00      |
| Tolland, . . . . .                          | 266 25      |
| Topsfield, . . . . .                        | 640 00      |
| Westford, . . . . .                         | 1,400 00    |
| West Stockbridge (two contracts), . . . . . | 1,090 00    |
|   | <hr/>       |
|   | \$20,803 25 |

[Under Chapter 433 of the Acts of 1901.]

|                     |             |
|---------------------|-------------|
| Westford, . . . . . | 966 30      |
|                     | <hr/>       |
|                     | \$21,769 55 |

## GENERAL OFFICE EXPENSES, DEC. 1, 1900, to DEC. 1, 1901.

[Under Acts of 1900, Chapter 141.]

|   |            |
|---|------------|
| Salaries of commissioners, . . . . .  | \$500 01   |
| Travel of commissioners, . . . . .  | 181 07     |
| Salaries of clerical assistants and chief, first and<br>second assistant engineers, . . . . . | 1,246 67   |
| Printing, including postal cards and stamped<br>envelopes, . . . . .                          | 35 35      |
| Advertising hearings, . . . . .   | 7 39       |
| Office supplies, . . . . .  | 55 70      |
| Postage, . . . . .  | 5 12       |
|   | <hr/>      |
| <i>Amount carried forward,</i> . . . . .  | \$2,031 31 |

|  |  |            |            |
|--|--|------------|------------|
| <i>Amount brought forward,</i>             |  | \$2,031 31 |            |
| Examining titles,                          |  | 15 00      |            |
| Expenses in Graves-Brown case, Swampscott, |  | 8 00       |            |
| Miscellaneous items,                       |  | 6 02       |            |
|  |  |            | \$2,060 33 |

## [Under Acts of 1901, Chapter 541.]

|  |            |             |
|--|------------|-------------|
| Salaries of commissioners,   | \$7,791 65 |             |
| Travel of commissioners,   | 1,609 95   |             |
| Salaries of clerical assistants and chief, first and second assistant engineers,                   | 13,700 32  |             |
| Rent of offices,   | 3,760 42   |             |
| Printing, including postal cards and stamped envelopes,  | 1,292 08   |             |
| Advertising hearings,  | 53 73      |             |
| Office supplies,   | 319 17     |             |
| Telephone, including tolls,  | 164 59     |             |
| Postage,   | 169 48     |             |
| Examining titles,  | 79 80      |             |
| Recording land takings and easements,  | 25 22      |             |
| Expenses in Isaac C. Wyman case, Swampscott,   | 115 25     |             |
| Expenses in H. B. Taylor case, Plymouth,   | 41 10      |             |
| Miscellaneous items, including telegraph and express charges, car fares and minor office expenses, | 330 46     |             |
|  |            | 29,453 22   |
|  |            | \$31,513 55 |

## SUMMARY OF EXPENDITURES.

|   |              |
|---|--------------|
| For construction,                         | \$453,826 43 |
| For road repair and maintenance,          | 31,061 47    |
| For steam roller repair and maintenance,  | 429 82       |
| For construction under "small town" acts, | 21,769 55    |
| For general office accounts,              | 31,513 55    |
| Total expenditures for year,              | \$538,600 82 |

W. E. McCLINTOCK.  
HAROLD PARKER.  
JOHN H. MANNING.



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## APPENDIX.

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## APPENDIX A.

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR CONTRACTED  
TIONS TO

[In the last column, the capital letters used have the following significance: A, trap; B, local E, limestone; F, gravel; G, gravel and four-inch macadam; H, screened gravel; K, clay and

|    | TOWN.                       | Year.                 | ROAD LAID OUT.                                  |
|----|-----------------------------|-----------------------|---|
|    |                             |                       | From —  |
| 1  | Abington, . . . .           | 1900, . . . .         | Brockton line, . . . .                          |
| 2  | Abington, . . . .           | 1901, . . . .         | End of 1900 lay-out, . . . .                    |
| 3  | Acton, . . . .              | 1899-1900, . . . .    | Concord line, <sup>1</sup> . . . .              |
| 4  | Acton, . . . .              | 1901, . . . .         | End of 1900 lay-out, . . . .                    |
| 5  | Acton (west), . . . .       | 1901, . . . .         | Boxborough line, . . . .                        |
| 6  | Acushnet, . . . .           | 1897, . . . .         | 1,500 feet east of New Bedford line, . . . .    |
| 7  | Acushnet, . . . .           | 1901, . . . .         | Long Plain village, . . . .                     |
| 8  | Adams, . . . .              | 1897, . . . .         | Cheshire line, . . . .                          |
| 9  | Amesbury, . . . .           | 1899, . . . .         | Merrimac line, . . . .                          |
| 10 | Amesbury, . . . .           | 1901, . . . .         | End of 1899 lay-out, . . . .                    |
| 11 | Amherst, . . . .            | 1901, . . . .         | Hadley line, . . . .                            |
| 12 | Andover, . . . .            | 1895-96, . . . .      | Lawrence line, . . . .                          |
| 13 | Andover, . . . .            | 1897-99-1900, . . . . | North Reading line, . . . .                     |
| 14 | Ashby, . . . .              | 1894-98-99, . . . .   | Ashby post-office, . . . .                      |
| 15 | Ashfield, . . . .           | 1897-98, . . . .      | One mile north of Ashfield post-office, . . . . |
| 16 | Athol, . . . .              | 1895-96, . . . .      | Orange line, . . . .                            |
| 17 | Attleborough, . . . .       | 1900, . . . .         | North Attleborough line, . . . .                |
| 18 | Attleborough, . . . .       | 1901, . . . .         | End of 1900 lay-out, . . . .                    |
| 19 | Auburn, . . . .             | 1895-97, . . . .      | Dunn's Mills, . . . .                           |
| 20 | Auburn, . . . .             | 1898-99, . . . .      | Worcester line, . . . .                         |
| 21 | Auburn, . . . .             | 1901, . . . .         | End of 1897 lay-out, . . . .                    |
| 22 | Barnstable (north), . . . . | 1899, . . . .         | Sandwich line, . . . .                          |
| 23 | Barnstable (south), . . . . | 1897, . . . .         | Yarmouth line, . . . .                          |
| 24 | Barnstable (south), . . . . | 1901, . . . .         | End of 1897 lay-out, . . . .                    |
| 25 | Barre, . . . .              | 1897-99-1900, . . . . | Bridge over Ware River, . . . .                 |
| 26 | Bedford, . . . .            | 1897, . . . .         | Lexington line, . . . .                         |
| 27 | Belchertown, . . . .        | 1900, . . . .         | Near depot, . . . .                             |

<sup>1</sup> Exclusive of 1,100 feet at railroad crossing.

## APPENDIX A.

FOR BY THE COMMISSION, AND THE NATURE OF THE SEVERAL CONSTRUCTION, JAN. 1, 1902.

field stone; C, local ledge other than trap; D, bottom course local field stone, top course trap; four-inch macadam; M, clay and screened gravel; N, unsurfaced.]

| ROAD LAID OUT.      |        | Length<br>Con-<br>structed. | WIDTHS.   |          |            | Material of<br>Road<br>Surface. |    |
|---------------------|--------|-----------------------------|-----------|----------|------------|---------------------------------|----|
| Direction.          | Length |                             | Location. | Macadam. | Shoulders. |                                 |    |
|                     | Miles. | Miles.                      | Feet.     | Feet.    | Feet.      |                                 |    |
| Easterly, . . .     | .70    | .53                         | 50        | 15       | 3          | B.                              | 1  |
| Easterly, . . .     | .48    | .65                         | 60        | 15       | -          | B.                              | 2  |
| Northerly, . . .    | 2.78   | 2.78                        | 50+       | 15       | 3          | A-G.                            | 3  |
| North-westerly, . . | .64    | .53                         | 50        | 15       | -          | A-G.                            | 4  |
| South-easterly, . . | .72    | .72                         | 60        | 15       | -          | A.                              | 5  |
| Northerly, . . .    | .63    | .63                         | 50+       | 15       | 3          | B.                              | 6  |
| To Rochester line,  | 1.77   | 1.77                        | 40        | 15       | -          | B.                              | 7  |
| Northerly, . . .    | .57    | .57                         | 50        | 15       | 3          | A.                              | 8  |
| Easterly, . . .     | .51    | .33                         | 50-60     | 15       | 3          | B.                              | 9  |
| Easterly, . . .     | .43    | .56                         | 60-55     | 15       | -          | B.                              | 10 |
| Easterly, . . .     | .95    | Partly<br>graded.           | 50        | 15       | -          | A.                              | 11 |
| Southerly, . . .    | 1.22   | 1.22                        | 66        | 18       | 3          | D.                              | 12 |
| Northerly, . . .    | 1.85   | 1.85                        | 60        | 15       | 3          | C.                              | 13 |
| Southerly, . . .    | 3.58   | 3.58                        | 66-50     | 20-18-15 | 5-3        | B.                              | 14 |
| Northerly, . . .    | 1.61   | 1.61                        | 50-70     | -        | -          | H.                              | 15 |
| Easterly, . . .     | 1.61   | 1.61                        | 50        | 17       | 3          | D-A.                            | 16 |
| South-westerly, . . | 1.00   | 1.00                        | 66        | 15       | 3          | F.                              | 17 |
| South-westerly, . . | 1.20   | 1.20                        | 66        | -        | -          | F.                              | 18 |
| Southerly, . . .    | 1.93   | 1.93                        | 50        | 15       | 3          | '95 A, '96-7 B.                 | 19 |
| Southerly, . . .    | 1.14   | 1.14                        | 50+       | 15-18    | 3          | A.                              | 20 |
| South-westerly, . . | .98    | .75                         | 50+       | -        | -          | N.                              | 21 |
| South-easterly, . . | .95    | .95                         | 50        | 15       | -          | B.                              | 22 |
| Westerly, . . .     | .85    | .85                         | 40+       | 18-15    | 3          | B.                              | 23 |
| Westerly, . . .     | 1.41   | 1.41                        | 40-82     | 15       | -          | B.                              | 24 |
| North-westerly, . . | 1.63   | 1.63                        | 50-49.5   | 15       | 3          | A.                              | 25 |
| North-westerly, . . | .54    | .54                         | 50        | 15       | 3          | B.                              | 26 |
| South-westerly, . . | .66    | .66                         | 50        | 15       | 3          | A-G.                            | 27 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                         | Year.               | ROAD LAID OUT.                               |
|----|-------------------------------|---------------------|--|
|    |                               |                     | From —                                       |
| 1  | Belchertown, . . .            | 1901, . . .         | End of 1900 lay-out, . . .                   |
| 2  | Beverly, . . .                | 1895-97-98, . . .   | Wenham line, . . .                           |
| 3  | Blackstone, . . .             | 1899-1900, . . .    | Uxbridge line, . . .                         |
| 4  | Bourne, . . .                 | 1897-98, . . .      | Cohasset Narrows, . . .                      |
| 5  | Boxborough, . . .             | 1897-99, . . .      | Acton line, . . .                            |
| 6  | Braintree, . . .              | 1900, . . .         | Quincy line, . . .                           |
| 7  | Brewster, . . .               | 1895-97, . . .      | Dennis line, . . .                           |
| 8  | Brewster, . . .               | 1901, . . .         | End of 1897 lay-out, . . .                   |
| 9  | Brimfield, <sup>1</sup> . . . | 1897-99, . . .      | Monson line, . . .                           |
| 10 | Brimfield, . . .              | 1901, . . .         | Wales line, . . .                            |
| 11 | Brockton, . . .               | 1897-98-99, . . .   | Easton line, . . .                           |
| 12 | Brockton, . . .               | 1900, . . .         | Ablington line, . . .                        |
| 13 | Brookfield, . . .             | 1897-98-1900, . . . | Mill Street, . . .                           |
| 14 | Buckland, . . .               | 1894-1900, . . .    | Shelburne Falls station, . . .               |
| 15 | Charlemont, . . .             | 1897-98-99, . . .   | Bridge over Deerfield River, . . .           |
| 16 | Charlton, . . .               | 1901, . . .         | Charlton Depot village, . . .                |
| 17 | Chatham, . . .                | 1899, . . .         | Depot Street, . . .                          |
| 18 | Chatham, . . .                | 1901, . . .         | End of 1899 lay-out, . . .                   |
| 19 | Chelmsford, . . .             | 1898-99, . . .      | Lowell line, . . .                           |
| 20 | Chelmsford, . . .             | 1901, . . .         | 906 feet from the end of 1899 lay-out, . . . |
| 21 | Chelsea, . . .                | 1901, . . .         | Willoughby Street, . . .                     |
| 22 | Cheshire, . . .               | 1899-1900, . . .    | Farnham station, Boston & Albany Railroad.   |
| 23 | Cheshire, . . .               | 1901, . . .         | 1,000 feet north of 1900 lay-out, . . .      |
| 24 | Chester, . . .                | 1899-1900, . . .    | 100 feet from Becket line, . . .             |
| 25 | Chester, . . .                | 1901, . . .         | End of 1900 lay-out, . . .                   |
| 26 | Chicopee, . . .               | 1897-99, . . .      | Springfield line, . . .                      |
| 27 | Cohasset, . . .               | 1897-99-1900, . . . | Near Hingham line, . . .                     |
| 28 | Colrain, . . .                | 1898, . . .         | Shelburne line, . . .                        |
| 29 | Colrain, . . .                | 1901, . . .         | End of 1898 lay-out, . . .                   |
| 30 | Concord, . . .                | 1897-98, . . .      | Lincoln line, . . .                          |
| 31 | Concord, . . .                | 1900, . . .         | Acton line, . . .                            |
| 32 | Cottage City, . . .           | 1894-96, . . .      | Sengekontacket bridge, . . .                 |
| 33 | Dalton, . . .                 | 1895-96, . . .      | Pittsfield line, . . .                       |
| 34 | Dartmouth, . . .              | 1898-99-1900, . . . | Westport line, . . .                         |
| 35 | Dartmouth, . . .              | 1901, . . .         | End of 1900 lay-out, . . .                   |
| 36 | Deerfield, . . .              | 1894-95, . . .      | South Deerfield station, . . .               |

<sup>1</sup> Exclusive of 200 feet at bridge at Fosket's Mills.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

| ROAD LAID OUT.     |            | Length<br>Con-<br>structed. | WIDTHS.   |             |            | Material of<br>Road<br>Surface. |    |
|--------------------|------------|-----------------------------|-----------|-------------|------------|---------------------------------|----|
| Direction.         | Length.    |                             | Location. | Macadam.    | Shoulders. |                                 |    |
| South-westerly, .  | Miles. .60 | Miles. -                    | Feet. 50  | Feet. 15    | Feet. -    | A-G.                            | 1  |
| Southerly, . . .   | 2.01       | 2.01                        | 50-60     | 18          | 3          | '95-7 A, '98 C.                 | 2  |
| South-easterly, .  | 1.17       | 1.17                        | 49.5-50+  | 15          | 3          | A-G.                            | 3  |
| Easterly, . . .    | 1.42       | 1.42                        | 45+       | 15          | 3          | B-C.                            | 4  |
| Westerly, . . .    | 1.36       | 1.36                        | 60-50     | 15          | 4-3        | B.                              | 5  |
| South-easterly, .  | .46        | .46                         | 66        | 18          | 3          | A.                              | 6  |
| Easterly, . . .    | 2.49       | 2.49                        | 40-50     | 15          | 3          | B.                              | 7  |
| To Orleans line, . | 5.30       | 5.30                        | 50+       | 15          | -          | B.                              | 8  |
| Southerly, . . .   | 2.34       | 2.34                        | 60-50     | -           | -          | '99 F, '97 H.                   | 9  |
| Northerly, . . .   | 1.19       | Partly<br>graded.<br>1.87   | 50        | -           | -          | N.                              | 10 |
| Easterly, . . .    | 1.87       |                             | 33        | 16          | 8.5        | B.                              | 11 |
| Westerly, . . .    | .66        | .66                         | 50        | 15          | 3          | B.                              | 12 |
| Easterly, . . .    | 1.39       | 1.39                        | 50        | 15          | 3          | A.                              | 13 |
| Westerly, . . .    | 3.49       | 3.49                        | 30-50     | 24-18-15-12 | 3          | A-C.                            | 14 |
| Easterly, . . .    | .77        | .77                         | 50-42+    | 15          | 3          | D.                              | 15 |
| Southerly, . . .   | 1.10       | Partly<br>graded.<br>.59    | 50        | 15          | -          | B.                              | 16 |
| North-westerly, .  | .59        |                             | 50        | 15-12       | -          | A.                              | 17 |
| North-westerly, .  | .68        | .68                         | 50        | 15          | -          | A.                              | 18 |
| Westerly, . . .    | .93        | .93                         | 50        | 18          | 3          | A.                              | 19 |
| North-westerly, .  | .51        | .50                         | 50        | 15          | -          | A.                              | 20 |
| Southerly, . . .   | .58        | .30                         | 66        | 24          | -          | A.                              | 21 |
| North-easterly, .  | 1.42       | 1.42                        | 50        | 15          | -          | G-A.                            | 22 |
| North-easterly, .  | .46        | -                           | 50        | -           | -          | N.                              | 23 |
| North-easterly, .  | .66        | .66                         | 50        | 15          | 3          | A.                              | 24 |
| Easterly, . . .    | .48        | .48                         | 40-50     | 15          | -          | A.                              | 25 |
| Northerly, . . .   | .92        | .92                         | 55-50-60  | 20          | 4-3        | A.                              | 26 |
| Easterly, . . .    | 1.73       | 1.73                        | 50-50+    | 15          | 3          | B-D.                            | 27 |
| Northerly, . . .   | 1.08       | 1.08                        | 40-50     | -           | -          | H.                              | 28 |
| Northerly, . . .   | .75        | .49                         | 50+       | -           | -          | H.                              | 29 |
| North-westerly, .  | 1.47       | 1.47                        | 50        | 15          | 3          | B.                              | 30 |
| South-westerly, .  | .52        | .52                         | 50        | 15          | 3          | G-A.                            | 31 |
| Northerly, . . .   | 2.37       | 2.37                        | 50        | 15          | 3          | B.                              | 32 |
| Easterly, . . .    | 1.56       | 1.56                        | 30-60     | 15          | 7.5        | A.                              | 33 |
| Easterly, . . .    | 2.22       | 2.22                        | 80        | 18          | 3          | B.                              | 34 |
| Easterly, . . .    | .46        | .46                         | 80        | 18          | -          | B.                              | 35 |
| South-easterly, .  | 1.53       | 1.53                        | 30        | 15          | 3          | A.                              | 36 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                     | Year.                    | ROAD LAID OUT.  |
|----|---------------------------|--------------------------|---|
|    |                           |                          | From —  |
| 1  | Deerfield, . . . .        | 1900, . . . .            | Cheapside bridge, . . . .   |
| 2  | Deerfield, . . . .        | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 3  | Dennis, . . . .           | 1895-98, . . . .         | Yarmouth line, . . . .  |
| 4  | Dennis (south), . . . .   | 1900, . . . .            | Bass River bridge, . . . .  |
| 5  | Dennis (south), . . . .   | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 6  | Duxbury, . . . .          | 1894-95-97-99, . . . .   | Marshfield line, . . . .  |
| 7  | Easton, . . . .           | 1900, . . . .            | Brockton line, . . . .  |
| 8  | Easthampton, . . . .      | 1895-96, . . . .         | Northampton line, . . . .   |
| 9  | Easthampton, . . . .      | 1900, . . . .            | Clark Street, . . . .   |
| 10 | Easthampton, . . . .      | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 11 | Edgartown, . . . .        | 1897-99-1900, . . . .    | Sengekontacket bridge, . . . .  |
| 12 | Edgartown, . . . .        | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 13 | Erving, . . . .           | 1898-99-1900, . . . .    | Town hall to Orange line, . . . .                                     |
| 14 | Fairhaven, . . . .        | 1894-95, . . . .         | Mattapoisett line, . . . .  |
| 15 | Fitchburg, . . . .        | 1894-95, . . . .         | Westminster line, . . . .   |
| 16 | Fitchburg, . . . .        | 1897, . . . .            | Lunenburg line, . . . .   |
| 17 | Fitchburg, . . . .        | 1900, . . . .            | Ashby line, . . . .   |
| 18 | Fitchburg, . . . .        | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 19 | Foxborough, . . . .       | 1901, . . . .            | Mansfield line, . . . .   |
| 20 | Gardner, . . . .          | 1897-98, . . . .         | Templeton line, . . . .   |
| 21 | Gardner, . . . .          | 1900, . . . .            | Westminster line, . . . .   |
| 22 | Gardner, . . . .          | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 23 | Gloucester, . . . .       | 1894-95-98, . . . .      | Manchester line, . . . .  |
| 24 | Goshen, . . . .           | 1894-95, . . . .         | Goshen village to Williamsburg line, . . . .                          |
| 25 | Grafton, . . . .          | 1897-99-1900, . . . .    | Millbury line, . . . .  |
| 26 | Granby, . . . .           | 1894, . . . .            | South Hadley line, . . . .  |
| 27 | Great Barrington, . . . . | 1894-96-97, . . . .      | Housatonic River, . . . .   |
| 28 | Greenfield, . . . .       | 1899, . . . .            | 225 feet north-west of Boston & Maine<br>bridge, near Deerfield line. |
| 29 | Greenfield, . . . .       | 1900, . . . .            | 500 feet from beginning of 1899 lay-out,                              |
| 30 | Groton, . . . .           | 1901, . . . .            | Near Nashua River, . . . .  |
| 31 | Groveland, . . . .        | 1900, . . . .            | King Street, . . . .  |
| 32 | Groveland, . . . .        | 1901, . . . .            | End of 1900 lay-out, . . . .  |
| 33 | Hadley, . . . .           | 1894-98-99-1900, . . . . | Connecticut River bridge, . . . .                                     |
| 34 | Hamilton, . . . .         | 1899-1900, . . . .       | 2 miles north from Wenham line, . . . .                               |
| 35 | Hancock, . . . .          | 1895-96-98-99, . . . .   | Pittsfield line, . . . .  |
| 36 | Hardwick, . . . .         | 1897, . . . .            | New Braintree line, . . . .   |

CONTRACTED FOR BY THE COMMISSION, ETC.—*Continued.*

| ROAD LAID OUT.    |         | Length<br>Con-<br>structed. | WIDTHS.     |          |            | Material of<br>Road<br>Surface. |    |
|-------------------|---------|-----------------------------|-------------|----------|------------|---------------------------------|----|
| Direction.        | Length. |                             | Location.   | Macadam. | Shoulders. |                                 |    |
|                   | Miles.  | Miles.                      | Feet.       | Feet.    | Feet.      |                                 |    |
| South-westerly, . | .44     | .44                         | 50          | 15       | 3          | A.                              | 1  |
| Southerly, . .    | .37     | .37                         | 50          | 15       | -          | A.                              | 2  |
| North-easterly, . | 4.27    | 4.27                        | 40-50-65    | 15       | 3          | B.                              | 3  |
| Easterly, . .     | 1.00    | 1.00                        | 40          | 15       | 3          | A.                              | 4  |
| Easterly, . .     | .31     | .31                         | 40-45       | 15       | -          | A.                              | 5  |
| Southerly, . .    | 2.05    | 2.05                        | 30-40-50    | 15       | 3          | A-B-C.                          | 6  |
| South-westerly, . | .80     | .80                         | 70          | 15       | 3          | B-G.                            | 7  |
| South-westerly, . | 1.32    | 1.32                        | 40          | 15       | 3          | A.                              | 8  |
| Southerly, . .    | .79     | .79                         | 50          | 15       | 3          | A.                              | 9  |
| Southerly, . .    | .31     | .31                         | 49.5        | 15       | 3          | A.                              | 10 |
| Southerly, . .    | 1.01    | 1.01                        | 50          | 15       | 3          | B.                              | 11 |
| South-easterly, . | .52     | .52                         | 50          | 15       | -          | B.                              | 12 |
| Easterly, . .     | 2.04    | 2.04                        | 50-50+      | -        | -          | F.                              | 13 |
| Westerly, . .     | 1.45    | 1.45                        | 30          | 15       | 3          | B.                              | 14 |
| Easterly, . .     | .97     | .97                         | 50          | 15       | 3          | A.                              | 15 |
| Westerly, . .     | .61     | .61                         | 50          | 18-15    | 3          | D.                              | 16 |
| Southerly, . .    | .58     | .58                         | 50          | 15       | 3          | B.                              | 17 |
| Southerly, . .    | .49     | .49                         | 50          | 15       | -          | B.                              | 18 |
| Northerly, . .    | .97     | .84                         | 50          | 15       | -          | B-G.                            | 19 |
| Easterly, . .     | 2.37    | 2.37                        | 50+         | 15       | -          | A-G.                            | 20 |
| Westerly, . .     | .62     | .29                         | 60          | -        | -          | A.                              | 21 |
| North-westerly, . | .36     | .31                         | 60          | 15       | -          | A.                              | 22 |
| North-easterly, . | 2.48    | 2.48                        | 50          | 15       | 3          | C-B.                            | 23 |
| South-easterly, . | 1.91    | 1.91                        | 50          | 15       | 3          | B.                              | 24 |
| South-easterly, . | 1.56    | 1.56                        | 50          | 15       | 3          | G-A-B.                          | 25 |
| North-easterly, . | .63     | .63                         | 36          | 15       | 3          | A.                              | 26 |
| Easterly, . .     | 2.79    | 2.79                        | 40-50-70    | 18-15    | 3          | '94 A, '96-7 F.                 | 27 |
| North-westerly, . | .59     | .59                         | 49.5-50     | 18       | -          | A.                              | 28 |
| Easterly, . .     | .40     | .40                         | 50          | 15       | 3          | A.                              | 29 |
| South-easterly, . | .54     | Partly<br>graded.           | 50          | 15       | -          | A.                              | 30 |
| North-easterly, . | .56     |                             | 50          | 15       | 3          | A.                              | 31 |
| North-easterly, . | .21     | -                           | 50          | 15       | -          | A.                              | 32 |
| Easterly, . .     | 2.93    | 2.73                        | 50-82.5-66+ | 15       | 3          | A.                              | 33 |
| North-easterly, . | 1.44    | 1.44                        | 60-50       | 15       | 3          | B.                              | 34 |
| Westerly, . .     | 3.23    | 3.23                        | 50          | -        | -          | F.                              | 35 |
| Northerly, . .    | .39     | .39                         | 50          | 15       | 3          | A.                              | 36 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                      | Year.                 | ROAD LAID OUT.   |
|----|----------------------------|-----------------------|--|
|    |                            |                       | From —   |
| 1  | Hardwick, . . . .          | 1901, . . . .         | End of 1897 lay-out, . . . .   |
| 2  | Harvard, . . . .           | 1900, . . . .         | Woodchuck hill, . . . .  |
| 3  | Harwich, . . . .           | 1899-1900, . .        | Dennis line, . . . .   |
| 4  | Harwich, . . . .           | 1901, . . . .         | End of 1900 lay-out, . . . .   |
| 5  | Hatfield, . . . .          | 1901, . . . .         | Northampton line, . . . .  |
| 6  | Haverhill, . . . .         | 1899, . . . .         | West end of River Street, . . . .  |
| 7  | Hingham, . . . .           | 1894, . . . .         | Weymouth Back River, . . . .   |
| 8  | Hingham, . . . .           | 1896-97, . . . .      | Near Cohasset line, . . . .  |
| 9  | Hinsdale, . . . .          | 1901, . . . .         | Dalton line, . . . .   |
| 10 | Holbrook, . . . .          | 1894-96, . . . .      | Weymouth line, . . . .   |
| 11 | Holden, . . . .            | 1894-97, . . . .      | { 1894-96, Holden village, . . . .<br>1897, end of 1894 lay-out, . . . . |
| 12 | Holden, . . . .            | 1898-1900, . .        | Worcester line, . . . .  |
| 13 | Huntington, . . . .        | 1895-96, . . . .      | Russell line, . . . .  |
| 14 | Lakeville, . . . .         | 1901, . . . .         | ½ mile from Middleborough line, . .                                      |
| 15 | Lawrence, . . . .          | 1896, . . . .         | Methuen line, . . . .  |
| 16 | Lee, . . . .               | 1894-96, . . . .      | Lee Park, . . . .  |
| 17 | Lee, . . . .               | 1900, . . . .         | Lenox line, . . . .  |
| 18 | Leicester, . . . .         | 1894-95-96-98-99, . . | Worcester line, . . . .  |
| 19 | Lenox, . . . .             | 1899-1900, . .        | Lee line, . . . .  |
| 20 | Lenox, . . . .             | 1901, . . . .         | End of 1899 lay-out, . . . .   |
| 21 | Leominster, . . . .        | 1901, . . . .         | Near comb shop, . . . .  |
| 22 | Lexington, . . . .         | 1895-98, . . . .      | Massachusetts Avenue, . . . .  |
| 23 | Lexington, . . . .         | 1900, . . . .         | Bedford line, . . . .  |
| 24 | Lincoln, . . . .           | 1895-97, . . . .      | Concord line to Lexington line, . .                                      |
| 25 | Lowell (Boulevard), . .    | 1897, . . . .         | Tyngsborough line, . . . .   |
| 26 | Lowell (Princeton Street), | 1897-98, . . . .      | Chelmsford line, . . . .   |
| 27 | Lunenburg, . . . .         | 1898-99-1900, . .     | Fitchburg line, . . . .  |
| 28 | Lunenburg, . . . .         | 1901, . . . .         | End of 1900 lay-out, . . . .   |
| 29 | Lynn, . . . .              | 1899, . . . .         | 264 feet north of centre of channel of<br>Saugus River and Revere line.  |
| 30 | Mansfield, . . . .         | 1901, . . . .         | Foxborough line, . . . .   |
| 31 | Marion, . . . .            | 1894-95, . . . .      | Marion village, . . . .  |
| 32 | Marion, . . . .            | 1897-1899, . . . .    | Marion village, . . . .  |
| 33 | Marion, . . . .            | 1901, . . . .         | End of 1899 lay-out, . . . .   |
| 34 | Marion (Wareham), . .      | 1901, . . . .         | End of 1895 lay-out, . . . .   |
| 35 | Marlborough (east), . .    | 1897, . . . .         | Sudbury line, . . . .  |
| 36 | Marlborough (west), . .    | 1897-99-1900, . .     | Northborough line, . . . .   |

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

| ROAD LAID OUT.               |         | Length<br>Con-<br>structed. | WIDTHS.      |             |            | Material of<br>Road<br>Surface. |    |
|------------------------------|---------|-----------------------------|--------------|-------------|------------|---------------------------------|----|
| Direction.                   | Length. |                             | Location.    | Macadam.    | Shoulders. |                                 |    |
|                              | Miles.  | Miles.                      | Feet.        | Feet.       | Feet.      |                                 |    |
| North-easterly, .            | .43     | .43                         | 50           | 15          | -          | A.                              | 1  |
| Westerly, . .                | .70     | .66                         | 60           | 15          | -          | B.                              | 2  |
| Easterly, . .                | 2.15    | 2.15                        | 40+          | 15          | -          | A.                              | 3  |
| Easterly, . .                | .38     | .38                         | 40           | 15          | -          | A.                              | 4  |
| North-easterly, .            | .39     | Partly<br>graded.           | 50           | 15          | -          | A.                              | 5  |
| Westerly, . .                | 2.08    |                             | 70           | -           | -          | F.                              | 6  |
| Easterly, . .                | 1.42    | 1.42                        | 34           | -           | -          | F.                              | 7  |
| Westerly, . .                | 1.23    | 1.23                        | 50-33+       | 15          | 3          | D.                              | 8  |
| South-easterly, .            | .40     | -                           | 50           | -           | -          | -                               | 9  |
| Westerly, . .                | 1.11    | 1.11                        | 50           | 15          | 3          | B-C.                            | 10 |
| Northerly, }<br>Southerly, } | 2.70    | 2.70                        | 30-49.5      | 18-15       | 3          | B.                              | 11 |
| Northerly, .                 | 1.06    | 1.06                        | 50           | 15          | 3-5        | B.                              | 12 |
| Westerly, . .                | 1.01    | 1.01                        | 50+          | 15          | 3          | A.                              | 13 |
| South-westerly, .            | 1.97    | .85                         | 50           | 15          | -          | B.                              | 14 |
| Southerly, . .               | .27     | .27                         | 50           | 18          | 7          | C.                              | 15 |
| Easterly, . .                | 1.98    | 1.98                        | 40-35-50     | 24-15       | 3          | D.                              | 16 |
| Southerly, . .               | 1.26    | 1.26                        | 50           | 15          | 3          | D.                              | 17 |
| Westerly, . .                | 4.87    | 4.87                        | 39-53-55-67+ | 24-18-16-15 | 3-5-5.5    | '94-6 D, '98-9 B.               | 18 |
| Northerly, . .               | 1.21    | 1.21                        | 56±          | 15          | 3          | D.                              | 19 |
| Northerly, . .               | 1.07    | 1.07                        | 60-66        | 15          | 3          | D.                              | 20 |
| South-westerly, .            | 1.32    | Partly<br>graded.           | 50           | -           | -          | F.                              | 21 |
| Westerly, . .                | 3.45    |                             | 50-50+       | 15          | 3          | B.                              | 22 |
| South-easterly, .            | .85     | .85                         | 50           | 15          | 3          | B.                              | 23 |
| South-easterly, .            | 2.07    | 2.07                        | 50           | 15          | 3          | B.                              | 24 |
| Easterly, . .                | .97     | .97                         | 60           | 15          | 3          | D.                              | 25 |
| Easterly, . .                | 1.34    | 1.34                        | 50±          | 18          | 6          | D.                              | 26 |
| Easterly, . .                | 1.45    | 1.45                        | 50           | 15          | 3          | D.                              | 27 |
| Easterly, . .                | .40     | .40                         | 50           | 15          | -          | D.                              | 28 |
| North-easterly, .            | .90     | -                           | 70           | -           | -          | -                               | 29 |
| South-easterly, .            | .72     | Partly<br>graded.           | 50           | 15          | -          | B-G.                            | 30 |
| North-easterly, .            | 1.48    |                             | 40           | 15          | 3          | B.                              | 31 |
| Westerly, . .                | 1.38    | 1.38                        | 40-55        | 15          | 3          | B.                              | 32 |
| South-westerly, .            | .30     | .35                         | 50           | 15          | -          | B.                              | 33 |
| To Wareham line,             | .10     | Partly<br>graded.           | 50-85        | -           | -          | -                               | 34 |
| Westerly, . .                | .40     |                             | 50-60        | 15          | 3          | B.                              | 35 |
| Easterly, . .                | 1.71    | 1.71                        | 50           | 15          | 5-4-3      | B.                              | 36 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                  | Year.                     | ROAD LAID OUT.                                      |
|----|------------------------|---------------------------|---|
|    |                        |                           | From —  |
| 1  | Marlborough, . . . .   | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 2  | Marshfield, . . . .    | 1894-96-98-99, . .        | Duxbury line, . . . .                               |
| 3  | Marshfield, . . . .    | 1901, . . . .             | End of 1899 lay-out, . . . .                        |
| 4  | Mattapoisett, . . . .  | 1894-95, . . . .          | Fairhaven line, . . . .                             |
| 5  | Mattapoisett, . . . .  | 1900, . . . .             | Ned Point Light road, . . . .                       |
| 6  | Mattapoisett, . . . .  | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 7  | Merrimac, . . . .      | 1897-98-99, . . . .       | Near Haverhill line, . . . .                        |
| 8  | Merrimac, . . . .      | 1901, . . . .             | Amesbury line, . . . .                              |
| 9  | Methuen, . . . .       | 1896-1900, . . . .        | Lawrence line, . . . .                              |
| 10 | Methuen, . . . .       | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 11 | Middleborough, . . . . | 1894-98, . . . .          | Nemasket River, . . . .                             |
| 12 | Millbury, . . . .      | 1900, . . . .             | Worcester line, . . . .                             |
| 13 | Milton, . . . .        | 1899-1900, . . . .        | Neponset River, . . . .                             |
| 14 | Monson, . . . .        | 1894, . . . .             | Railroad bridge, . . . .                            |
| 15 | Monson, . . . .        | 1901, . . . .             | Palmer line, . . . .                                |
| 16 | Montague, . . . .      | 1898-99, . . . .          | Junction pipe line and ferry road, East,            |
| 17 | Nantucket, . . . .     | 1894-95-96-97-98-99-1900. | First mile-stone, . . . .                           |
| 18 | Nantucket, . . . .     | 1896, . . . .             | Seventh mile-stone, . . . .                         |
| 19 | Nantucket, . . . .     | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 20 | Natick, . . . .        | 1901, . . . .             | Wellesley line, . . . .                             |
| 21 | Needham, . . . .       | 1901, . . . .             | Newton line, . . . .                                |
| 22 | New Braintree, . . . . | 1897, . . . .             | Hardwick line to Ware line, . . . .                 |
| 23 | Newbury, . . . .       | 1899-1900, . . . .        | Newburyport line, . . . .                           |
| 24 | Newbury, . . . .       | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 25 | Newburyport, . . . .   | 1896-98, . . . .          | West Newbury line, . . . .                          |
| 26 | Newton, . . . .        | 1901, . . . .             | Needham line, . . . .                               |
| 27 | Norfolk, . . . .       | 1895, . . . .             | Walpole line to Wrentham line, . . . .              |
| 28 | North Adams, . . . .   | 1894-96-97, . . . .       | Williamstown line, . . . .                          |
| 29 | North Adams, . . . .   | 1900, . . . .             | Boston & Maine Railroad bridge at Davenport Street. |
| 30 | North Adams, . . . .   | 1901, . . . .             | End of 1900 lay-out, . . . .                        |
| 31 | Northfield, . . . .    | 1901, . . . .             | Near Mill Brook, . . . .                            |
| 32 | Northampton, . . . .   | 1894, . . . .             | Hadley Bridge, . . . .                              |
| 33 | Northampton, . . . .   | 1897-99-1900, . . . .     | Easthampton line, . . . .                           |
| 34 | Northampton, . . . .   | 1898-99, . . . .          | South Street, end city macadam, . . . .             |
| 35 | North Andover, . . . . | 1900, . . . .             | Lawrence line, . . . .                              |
| 36 | North Andover, . . . . | 1901, . . . .             | End of 1900 lay-out, . . . .                        |

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

| ROAD LAID OUT.    |         | Length<br>Con-<br>structed. | WIDTHS.    |          |            | Material of<br>Road<br>Surface. |    |
|-------------------|---------|-----------------------------|------------|----------|------------|---------------------------------|----|
| Direction.        | Length. |                             | Location.  | Macadam. | Shoulders. |                                 |    |
|                   | Miles.  | Miles.                      | Feet.      | Feet.    | Feet.      |                                 |    |
| Easterly, . .     | .70     | .30                         | 50-65      | 15       | -          | B.                              | 1  |
| Northerly, . .    | 2.00    | 2.00                        | 30-40-45   | 15       | 3          | B-C.                            | 2  |
| Northerly, . .    | .41     | .41                         | 45         | 15       | -          | B-C.                            | 3  |
| Easterly, . .     | 1.16    | 1.16                        | 30         | 15       | 3          | B.                              | 4  |
| Easterly, . .     | .81     | .81                         | 40         | 15       | 3          | B.                              | 5  |
| Easterly, . .     | .57     | .50                         | 50         | 15       | -          | B.                              | 6  |
| North-easterly, . | .92     | .92                         | 50+        | 15       | 4-3        | B-C.                            | 7  |
| South-westerly, . | .64     | .64                         | 50         | 15       | 3          | C.                              | 8  |
| North-easterly, . | 1.67    | 1.67                        | 50-50+     | 15       | 3          | C-B.                            | 9  |
| North-easterly, . | .52     | .49                         | 50         | 15       | -          | C.                              | 10 |
| Southerly, . .    | 2.76    | 2.76                        | 30-50      | 15       | 7.5-3      | B.                              | 11 |
| Southerly, . .    | .38     | .38                         | 50         | 15       | 3          | A.                              | 12 |
| South-easterly, . | .87     | .87                         | 49.5-82.5  | 24       | 4          | A.                              | 13 |
| Northerly, . .    | .93     | .93                         | 36         | 15       | 3          | A.                              | 14 |
| South-easterly, . | .10     | .10                         | 50         | 15       | -          | A.                              | 15 |
| North-westerly, . | 1.63    | 1.63                        | 60         | 15       | 3          | A.                              | 16 |
| Easterly, . .     | 4.51    | 4.51                        | 66         | 12-15    | 3          | B-E-G.                          | 17 |
| Westerly, . .     | .66     | .66                         | 66         | 15       | 3          | B-G.                            | 18 |
| Easterly, . .     | .71     | .17                         | 66         | 12       | -          | B-G.                            | 19 |
| Westerly, . .     | 1.14    | 1.14                        | 60-70      | 15-18-20 | -          | A-G.                            | 20 |
| Westerly, . .     | 1.00    | -                           | 60-86      | 18-22    | -          | B.                              | 21 |
| Southerly, . .    | .17     | .17                         | 50         | 15       | 3          | A.                              | 22 |
| Southerly, . .    | 1.22    | 1.22                        | 66-95      | 15       | 3          | B.                              | 23 |
| Southerly, . .    | .88     | Partly<br>graded.           | 66-80      | 15       | -          | B.                              | 24 |
| Easterly, . .     | 1.75    |                             | 60-60+-75+ | 15       | 3          | C.                              | 25 |
| North-easterly, . | 1.03    | 1.03                        | 45-86      | 22       | -          | A.                              | 26 |
| South-westerly, . | 1.45    | 1.45                        | 50         | 15       | 8          | B.                              | 27 |
| Easterly, . .     | 1.69    | 1.69                        | 30-66      | 15       | 3          | D.                              | 28 |
| South-easterly, . | .54     | .54                         | 50         | 15       | 3          | A.                              | 29 |
| Southerly, . .    | .47     | .47                         | 50         | 15       | -          | A.                              | 30 |
| Southerly, . .    | .63     | -                           | 70-160     | 15       | -          | B.                              | 31 |
| South-westerly, . | .56     | .56                         | 40         | 20       | 3          | C.                              | 32 |
| Northerly, . .    | .64     | .64                         | 50         | 15       | 3          | A.                              | 33 |
| Southerly, . .    | .48     | .48                         | 50         | 15       | 3          | A.                              | 34 |
| South-easterly, . | .79     | .79                         | 66         | 15       | 3          | D.                              | 35 |
| South-easterly, . | .57     | -                           | 60-66      | 15       | -          | A.                              | 36 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                     | Year.                 | ROAD LAID OUT.   |
|----|---------------------------|-----------------------|--|
|    |                           |                       | From —   |
| 1  | North Attleborough, . .   | 1894-97-99, . .       | Bruce Avenue, . . . . .  |
| 2  | Northborough (east), . .  | 1897-98, . . . .      | Marlborough line, . . . . .                                    |
| 3  | Northborough (south), . . | 1897, . . . . .       | Westborough line, . . . . .                                    |
| 4  | Northborough (west), . .  | 1900, . . . . .       | Shrewsbury line, . . . . .                                     |
| 5  | North Reading, . . . .    | 1897-98, . . . .      | Andover line, . . . . .  |
| 6  | North Reading, . . . .    | 1901, . . . . .       | End of 1898 lay-out, . . . . .                                 |
| 7  | Norwood, . . . . .        | 1895-96, . . . .      | Ellis station, . . . . .                                       |
| 8  | Norwood, . . . . .        | 1897-99, . . . .      | Walpole line, . . . . .  |
| 9  | Orange, . . . . .         | 1894-95-97, . . . .   | Athol line, . . . . .  |
| 10 | Orange, . . . . .         | 1900, . . . . .       | Erving line, . . . . .   |
| 11 | Orange, . . . . .         | 1901, . . . . .       | End of 1900 lay-out, . . . . .                                 |
| 12 | Orleans, . . . . .        | 1900, . . . . .       | Brewster line, . . . . .                                       |
| 13 | Orleans, . . . . .        | 1901, . . . . .       | End of 1900 lay-out, . . . . .                                 |
| 14 | Palmer, . . . . .         | 1899-1900, . . . .    | Tenneyville, near Boston & Albany<br>Railroad freight station. |
| 15 | Palmer, . . . . .         | 1901, . . . . .       | End of 1900 lay-out, . . . . .                                 |
| 16 | Paxton, . . . . .         | 1895-98, . . . .      | Worcester line, . . . . .                                      |
| 17 | Phillipston, . . . . .    | 1897-98, . . . .      | Near Athol line, . . . . .                                     |
| 18 | Pittsfield, . . . . .     | 1894-98, . . . .      | Hancock line, . . . . .  |
| 19 | Pittsfield, . . . . .     | 1897, . . . . .       | Dalton line, . . . . .   |
| 20 | Pittsfield, . . . . .     | 1901, . . . . .       | End of 1898 lay-out, . . . . .                                 |
| 21 | Plymouth, . . . . .       | 1894-98, . . . .      | Beaver Dam Brook, . . . . .                                    |
| 22 | Princeton, . . . . .      | 1897-1900, . . . .    | Princeton station, . . . . .                                   |
| 23 | Provincetown, . . . . .   | 1901, . . . . .       | Near Truro line, . . . . .                                     |
| 24 | Quincy, . . . . .         | 1899, . . . . .       | Near Weymouth Fore River bridge, . .                           |
| 25 | Raynham, . . . . .        | 1901, . . . . .       | Taunton line, . . . . .  |
| 26 | Reading, . . . . .        | 1899-1900, . . . .    | Stoneham line, . . . . .                                       |
| 27 | Rehoboth, . . . . .       | 1895-96-99, . . . .   | Seekonk line, . . . . .  |
| 28 | Revere, . . . . .         | 1897-98, . . . .      | Boston line, . . . . .   |
| 29 | Revere, . . . . .         | 1899, . . . . .       | Saugus line, . . . . .   |
| 30 | Richmond, . . . . .       | 1897-98-99, . . . .   | Boston & Albany Railroad station, . .                          |
| 31 | Richmond, . . . . .       | 1901, . . . . .       | End of 1899 lay-out, . . . . .                                 |
| 32 | Russell, . . . . .        | 1894-96-97-98-99, . . | Westfield line to Huntington line, . .                         |
| 33 | Salem, . . . . .          | 1901, . . . . .       | Swampscott line, . . . . .                                     |
| 34 | Sandwich, . . . . .       | 1897-98-1900, . . . . | Barnstable line, . . . . .                                     |
| 35 | Saugus, . . . . .         | 1899, . . . . .       | Fox Hill bridge to Revere line, . . .                          |
| 36 | Scituate, . . . . .       | 1894-95-1900, . . . . | Gannett's Corners, . . . . .                                   |

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

| ROAD LAID OUT.              |         | Length<br>Con-<br>structed. | WIDTHS.   |          |            | Material of<br>Road<br>Surface. |    |
|-----------------------------|---------|-----------------------------|-----------|----------|------------|---------------------------------|----|
| Direction.                  | Length. |                             | Location. | Macadam. | Shoulders. |                                 |    |
|                             | Miles.  | Miles.                      | Feet.     | Feet.    | Feet.      |                                 |    |
| South-westerly, .           | 3.60    | 3.60                        | 86-66     | 24-18-15 | 3          | '94-'95 B, '96-'97-'99 F.       | 1  |
| South-westerly, .           | 1.33    | 1.33                        | 66        | 15       | 4-3        | B.                              | 2  |
| North-westerly, .           | .42     | .42                         | 50        | 15       | 3          | B.                              | 3  |
| Easterly, . .               | .42     | .42                         | 66        | 15       | 3          | B.                              | 4  |
| Southerly, . .              | 1.01    | 1.01                        | 66        | 15       | 3          | C.                              | 5  |
| Southerly, . .              | .75     | .75                         | 66        | 15       | -          | B.                              | 6  |
| Southerly, . .              | 1.02    | 1.02                        | 40-50-67  | 15       | 3          | B.                              | 7  |
| Northerly, . .              | 1.03    | 1.03                        | 45-50-60  | 15       | 3          | B.                              | 8  |
| Westerly, . .               | 2.18    | 2.18                        | 30-49.5   | 17       | 3-5        | D-A.                            | 9  |
| Easterly, . .               | .42     | .42                         | 50        | 15       | 3          | B.                              | 10 |
| Easterly, . .               | .41     | .41                         | 50        | 15       | -          | B.                              | 11 |
| North-easterly, .           | .82     | .82                         | 50        | 15       | 3          | B.                              | 12 |
| North-easterly, .           | .42     | -                           | 50        | -        | -          | -                               | 13 |
| South-easterly, .           | 1.58    | 1.58                        | 50+       | 15       | 3          | G-A.                            | 14 |
| Easterly, . .               | .93     | .93                         | 50+       | 15       | 3          | G-A.                            | 15 |
| North-westerly, .           | 3.24    | 3.24                        | 50-70     | 15       | 3-5        | B.                              | 16 |
| Easterly, . .               | 1.19    | 1.19                        | 50        | 15-12    | 4-3        | B.                              | 17 |
| Easterly, . .               | 1.54    | 1.54                        | 60-50-40  | 15       | 3          | A.                              | 18 |
| Westerly, . .               | .76     | .76                         | 50        | -        | -          | F.                              | 19 |
| North-easterly, .           | .37     | .33                         | 60        | 15       | -          | A.                              | 20 |
| Southerly and<br>northerly. | 3.86    | 3.86                        | 40-50-112 | 15       | 3          | B.                              | 21 |
| Easterly, . .               | .99     | .99                         | 50        | 15       | 3          | B.                              | 22 |
| Westerly, . .               | .22     | .22                         | 33        | 15       | -          | B.                              | 23 |
| North-westerly, .           | .49     | .50                         | 63-66     | 32       | -          | A.                              | 24 |
| North-easterly, .           | .61     | -                           | 40        | 15       | -          | A.                              | 25 |
| Northerly, . .              | 1.07    | 1.07                        | 66        | 15-18    | 3          | B.                              | 26 |
| Easterly, . .               | 1.89    | 1.89                        | 60        | 15       | 3          | B.                              | 27 |
| North-easterly, .           | .58     | .58                         | 44-50     | 24       | 3          | A.                              | 28 |
| South-westerly, .           | .67     | .67                         | 71        | 22       | 2          | A.                              | 29 |
| Northerly, . .              | 1.36    | 1.36                        | 66        | -        | -          | F.                              | 30 |
| North-easterly, .           | .24     | .41                         | 66        | -        | -          | F.                              | 31 |
| North-westerly, .           | 6.66    | 6.66                        | 50        | 15       | 3          | '94-'95 A, '96-'97-'98-'99 F.   | 32 |
| Northerly, . .              | .13     | .13                         | 60+       | -        | -          | F.                              | 33 |
| Westerly, . .               | 2.57    | 2.57                        | 50        | 15       | 3          | B.                              | 34 |
| Southerly, . .              | 1.60    | 1.60                        | 71+       | 22       | 2          | A.                              | 35 |
| South-easterly, .           | 1.77    | 1.77                        | 40-50-30  | 15       | 3          | A-B-C.                          | 36 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                           | Year.                 | ROAD LAID OUT.                               |
|----|---------------------------------|-----------------------|--|
|    |                                 |                       | From —                                       |
| 1  | Shelburne, . . . .              | 1894-97, . . . .      | Bridge Street, . . . . .                     |
| 2  | Seekonk, . . . . .              | 1900, . . . . .       | Rehoboth line, . . . . .                     |
| 3  | Seekonk, . . . . .              | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 4  | Shrewsbury, . . . .             | 1895-98-99-1900, .    | Worcester line, . . . . .                    |
| 5  | Somerset, . . . . .             | 1895-97-99-1900, .    | South Street, . . . . .                      |
| 6  | Somerset, . . . . .             | 1901, . . . . .       | End of 1895 lay-out, . . . . .               |
| 7  | South Hadley, . . . .           | 1895-97-98-99-1900, . | Granby line, . . . . .                       |
| 8  | Spencer, . . . . .              | 1897-1900, . . . .    | Leicester line, . . . . .                    |
| 9  | Spencer, . . . . .              | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 10 | Sterling, . . . . .             | 1897-98, . . . . .    | Near town hall, . . . . .                    |
| 11 | Stoneham, . . . . .             | 1897-98, . . . . .    | South Street, . . . . .                      |
| 12 | Stoneham, . . . . .             | 1900, . . . . .       | Reading line, . . . . .                      |
| 13 | Stoneham, . . . . .             | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 14 | Sturbridge, . . . . .           | 1897, . . . . .       | Fisk Hill road, . . . . .                    |
| 15 | Sudbury, . . . . .              | 1897-98-1900, . . .   | Marlborough line, . . . . .                  |
| 16 | Sudbury, . . . . .              | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 17 | Sudbury, . . . . .              | 1901, . . . . .       | Wayland line, . . . . .                      |
| 18 | Sunderland, . . . . .           | 1897, . . . . .       | Connecticut River bridge, . . . . .          |
| 19 | Sutton, . . . . .               | 1899, . . . . .       | Millbury line, . . . . .                     |
| 20 | Sutton, . . . . .               | 1901, . . . . .       | End of 1899 lay-out, . . . . .               |
| 21 | Swampscott, . . . . .           | 1897, . . . . .       | Boston & Maine Railroad (Swampscott branch). |
| 22 | Swampscott, . . . . .           | 1900, . . . . .       | End of 1897 lay-out, . . . . .               |
| 23 | Swampscott, . . . . .           | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 24 | Taunton, . . . . .              | 1895-96-98-99-1900, . | Near Highland Street, . . . . .              |
| 25 | Taunton, . . . . .              | 1901, . . . . .       | End of 1900 lay-out to Dighton line, .       |
| 26 | Templeton, . . . . .            | 1899, . . . . .       | Gardner line, . . . . .                      |
| 27 | Templeton, . . . . .            | 1901, . . . . .       | End of 1899 lay-out, . . . . .               |
| 28 | Tewksbury, <sup>1</sup> . . . . | 1900, . . . . .       | Lowell line, . . . . .                       |
| 29 | Tewksbury, . . . . .            | 1901, . . . . .       | End of 1900 lay-out, . . . . .               |
| 30 | Tisbury, . . . . .              | 1894, . . . . .       | Vineyard Haven village, . . . . .            |
| 31 | Townsend, . . . . .             | 1896-98-99-1900, .    | Townsend village, . . . . .                  |
| 32 | Townsend, . . . . .             | 1901, . . . . .       | End of 1900 lay-out to Groton line, .        |
| 33 | Truro, . . . . .                | 1895, . . . . .       | Wellfleet line, . . . . .                    |
| 34 | Tyngsborough, . . . .           | 1895-96, . . . . .    | Tyngsborough bridge to Lowell line, .        |
| 35 | Uxbridge, . . . . .             | 1897-98, . . . . .    | Blackstone line, . . . . .                   |

<sup>1</sup> Exclusive of 1,200 feet at railroad crossing.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

| ROAD LAID OUT.    |        | Length<br>Con-<br>structed. | WIDTHS.   |                    |            | Material of<br>Road<br>Surface. |    |
|-------------------|--------|-----------------------------|-----------|--------------------|------------|---------------------------------|----|
| Direction.        | Length |                             | Location. | Macadam.           | Shoulders. |                                 |    |
|                   | Miles. | Miles.                      | Feet.     | Feet.              | Feet.      |                                 |    |
| North-easterly, . | 2.16   | 2.16                        | 30-50     | 18-15              | 3          | B-A.                            | 1  |
| Westerly, . . .   | .56    | .56                         | 60        | 15                 | 3          | B.                              | 2  |
| Westerly, . . .   | .51    | .51                         | 60        | -                  | -          | F.                              | 3  |
| North-easterly, . | 3.90   | 3.90                        | 50-65-66  | 18-15              | 5-4-3      | B.                              | 4  |
| Southerly, . . .  | 3.59   | 3.59                        | 40-50-60  | 18-15              | 3          | B.                              | 5  |
| North-easterly, . | .63    | -                           | 50+       | 15                 | -          | B.                              | 6  |
| South-westerly, . | 2.42   | 2.42                        | 36-50     | 15                 | 3          | A.                              | 7  |
| Westerly, . . .   | 1.29   | 1.29                        | 50        | 15                 | 4-3        | B-D.                            | 8  |
| Westerly, . . .   | .31    | .31                         | 58-63     | 15                 | 3          | B-D.                            | 9  |
| South-westerly, . | 1.29   | 1.29                        | 50        | 15                 | 3          | A.                              | 10 |
| Northerly, . . .  | .57    | .57                         | 60-66     | 15                 | 7.5        | B.                              | 11 |
| Southerly, . . .  | .62    | .62                         | 66        | 15                 | -          | B.                              | 12 |
| Southerly, . . .  | .39    | .39                         | 66        | 15                 | -          | B-G.                            | 13 |
| North westerly, . | .58    | .58                         | 50        | 15                 | 4-3        | B.                              | 14 |
| Easterly, . . .   | 1.50   | 1.50                        | 50±-50-60 | 15                 | 3          | B.                              | 15 |
| Easterly, . . .   | 1.47   | 1.47                        | 50        | 15                 | 3          | B.                              | 16 |
| North-westerly, . | .75    | -                           | 50        | 15                 | -          | B.                              | 17 |
| Easterly, . . .   | .19    | .19                         | 50        | 15                 | 3          | A.                              | 18 |
| Southerly, . . .  | .49    | .49                         | 50        | 15                 | -          | B.                              | 19 |
| South-easterly, . | .51    | .51                         | 50        | 15                 | -          | B.                              | 20 |
| North-easterly, . | 1.03   | 1.03                        | 60        | -                  | -          | F.                              | 21 |
| Westerly, . . .   | .39    | .39                         | 50-64     | 18-20              | -          | A.                              | 22 |
| Westerly, . . .   | .06    | .06                         | 50±       | 20                 | -          | A.                              | 23 |
| Westerly, . . .   | 2.74   | 2.74                        | 40-66     | 15                 | 3          | B.                              | 24 |
| Westerly, . . .   | .20    | .20                         | 66        | 15                 | -          | B.                              | 25 |
| North-westerly, . | .62    | .62                         | 50        | 15                 | -          | G-A.                            | 26 |
| North-westerly, . | .38    | .38                         | 50        | 15                 | -          | A-G.                            | 27 |
| South-easterly, . | .56    | .56                         | 50        | 15                 | 3          | A.                              | 28 |
| South-easterly, . | .55    | .33                         | 50        | 15                 | -          | A.                              | 29 |
| South-westerly, . | 1.93   | 1.93                        | 50        | 15                 | 3          | B.                              | 30 |
| South-easterly, . | 2.61   | 2.61                        | 55-50-60  | 15                 | 3          | B-A.                            | 31 |
| Southerly, . . .  | .36    | .36                         | 60        | -                  | -          | F.                              | 32 |
| Northerly, . . .  | 2.36   | 1.60                        | 40        | 10-15 <sup>1</sup> | -          | K-M.                            | 33 |
| South-easterly, . | 2.95   | 2.95                        | 60        | 15                 | 3          | A-D.                            | 34 |
| North-westerly, . | 1.28   | 1.28                        | 50        | 15                 | 3-5        | B.                              | 35 |

<sup>1</sup> Beach stone, 15 feet; broken stone and clay, 10 feet.

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                     | Year.                | ROAD LAID OUT.                           |
|----|---------------------------|----------------------|--|
|    |                           |                      | From —                                   |
| 1  | Uxbridge, . . . .         | 1901, . . . .        | End of 1898 lay-out, . . . .             |
| 2  | Wales, . . . .            | 1901, . . . .        | Brimfield line, . . . .                  |
| 3  | Walpole (south), . .      | 1894-95-97-1900, . . | Norfolk line, . . . .                    |
| 4  | Walpole (north), . .      | 1897-98, . . . .     | Norwood line, . . . .                    |
| 5  | Walpole (north), . .      | 1900, . . . .        | 150 feet from the end of 1898 lay-out, . |
| 6  | Ware, . . . .             | 1897-99-1900, . .    | New Braintree line, . . . .              |
| 7  | Wareham, . . . .          | 1896, . . . .        | Near Weweeantit bridge, . . . .          |
| 8  | Wareham, . . . .          | 1898, . . . .        | Cohasset Narrows bridge, . . . .         |
| 9  | Wareham, . . . .          | 1901, . . . .        | End of 1898 lay-out, . . . .             |
| 10 | Wareham, . . . .          | 1901, . . . .        | Marion line, . . . .                     |
| 11 | Warren, . . . .           | 1896-98, . . . .     | West Warren, . . . .                     |
| 12 | Warren, . . . .           | 1899-1900, . . . .   | Warren village, . . . .                  |
| 13 | Warren, . . . .           | 1901, . . . .        | End of 1900 lay-out, . . . .             |
| 14 | Watertown, . . . .        | 1895-96, . . . .     | Waltham line, . . . .                    |
| 15 | Wayland, . . . .          | 1897-1900, . . . .   | Weston line, <sup>1</sup> . . . .        |
| 16 | Wellesley, . . . .        | 1901, . . . .        | Natick line, . . . .                     |
| 17 | Wenham, . . . .           | 1897, . . . .        | Beverly line, . . . .                    |
| 18 | Wenham, . . . .           | 1901, . . . .        | End of 1897 lay-out, . . . .             |
| 19 | Westborough, . . . .      | 1897, . . . .        | Near insane hospital, . . . .            |
| 20 | West Boylston, . . . .    | 1897-98, . . . .     | Worcester line, . . . .                  |
| 21 | West Bridgewater, . .     | 1900, . . . .        | Brockton line, . . . .                   |
| 22 | West Bridgewater, . .     | 1901, . . . .        | End of 1900 lay-out, . . . .             |
| 23 | West Brookfield (east), . | 1899-1900, . . . .   | Brookfield line, . . . .                 |
| 24 | West Brookfield (west), . | 1899, . . . .        | Ware line, . . . .                       |
| 25 | West Brookfield, . . .    | 1901, . . . .        | End of 1900 lay-out, . . . .             |
| 26 | Westfield, . . . .        | 1894-96-98-99, . . . | West Springfield line, . . . .           |
| 27 | Westfield, . . . .        | 1898-99-1900, . . .  | End of town macadam, . . . .             |
| 28 | Westfield, . . . .        | 1901, . . . .        | End of 1900 lay-out, . . . .             |
| 29 | Westminster, . . . .      | 1894-95-96-97-98-99, | Fitchburg line, . . . .                  |
| 30 | West Newbury, . . . .     | 1895-97, . . . .     | Newburyport line, . . . .                |
| 31 | Weston, . . . .           | 1898-99, . . . .     | Near Waltham line, . . . .               |
| 32 | Westport, . . . .         | 1894-95-97-98, . . . | Dartmouth line, . . . .                  |
| 33 | West Springfield, . . .   | 1895-96, . . . .     | Top of Tapham hill, . . . .              |
| 34 | West Tisbury, . . . .     | 1895-97, . . . .     | Tisbury line, . . . .                    |
| 35 | Westwood, . . . .         | 1899-1900, . . . .   | Norwood line to Dedham line, . . .       |

<sup>1</sup> Exclusive of 1,300 feet at Concord River and railroad crossing.

CONTRACTED FOR BY THE COMMISSION, ETC.— *Continued.*

| ROAD LAID OUT.                    |         | Length<br>Con-<br>structed. | WIDTHS.    |          |            | Material of<br>Road<br>Surface. |    |
|-----------------------------------|---------|-----------------------------|------------|----------|------------|---------------------------------|----|
| Direction.                        | Length. |                             | Location.  | Macadam. | Shoulders. |                                 |    |
|                                   | Miles.  | Miles.                      | Feet.      | Feet.    | Feet.      |                                 |    |
| North-westerly, .                 | .50     | .46                         | 50         | 15       | -          | A.                              | 1  |
| South-westerly, .                 | 1.04    | Graded.                     | 50+        | -        | -          | N.                              | 2  |
| Northerly, . .                    | 2.60    | 2.60                        | 50         | 15       | 3          | C-B.                            | 3  |
| Southerly, . .                    | 1.70    | 1.70                        | 50         | 15       | 3          | B.                              | 4  |
| Southerly, . .                    | .24     | .24                         | 50         | 15       | 3          | B.                              | 5  |
| Southerly, . .                    | 1.80    | 1.80                        | 50         | 15       | 3          | A.                              | 6  |
| Easterly, . .                     | .57     | .57                         | 50         | 15       | 3          | B.                              | 7  |
| Westerly, . .                     | 1.05    | 1.05                        | 40+        | 15       | 3          | B.                              | 8  |
| South-westerly, .                 | .77     | .60                         | 40         | 15       | -          | B.                              | 9  |
| To 1896 lay-out, .                | .14     | Graded.                     | 50-60      | 15       | -          | B.                              | 10 |
| Easterly, . .                     | 1.89    | 1.89                        | 49.5-50    | 15       | 3-4        | A.                              | 11 |
| Easterly, . .                     | .94     | .94                         | 49.5       | 15       | 3          | G-A.                            | 12 |
| To West Brook-<br>field line. . . | .47     | .47                         | 49.5       | 15       | -          | A.                              | 13 |
| Easterly, . .                     | .85     | .85                         | 36         | 27       | 3-4        | A-B.                            | 14 |
| North-westerly, .                 | 2.27    | 2.27                        | 50         | 15       | 3          | B.                              | 15 |
| Easterly, . .                     | 1.18    | 1.18                        | 52-60-70   | 15       | -          | A-G.                            | 16 |
| Northerly, . .                    | .60     | .60                         | 50         | 15-18    | 4-12       | A.                              | 17 |
| North-easterly, .                 | .51     | .51                         | 50         | 15       | -          | A.                              | 18 |
| North-westerly, .                 | .71     | .71                         | 50         | 15       | 3          | B.                              | 19 |
| Northerly, . .                    | 1.55    | 1.55                        | 50         | 15       | 3          | '97H, '98A-H.                   | 20 |
| Southerly, . .                    | 1.00    | 1.00                        | 60         | 15       | 3          | B.                              | 21 |
| Southerly, . .                    | .97     | .97                         | 50-60+-115 | 15       | -          | B.                              | 22 |
| North-westerly, .                 | .81     | .81                         | 50         | 15       | -          | A.                              | 23 |
| South-westerly, .                 | .15     | .15                         | 50         | 15       | 3          | A.                              | 24 |
| North-westerly, .                 | .69     | .69                         | 50         | 15       | -          | D.                              | 25 |
| Westerly, . .                     | 2.22    | 2.22                        | 50         | 18-15    | 3          | A.                              | 26 |
| Westerly, . .                     | 1.87    | 1.87                        | 50+        | 18-15    | 3          | A.                              | 27 |
| Westerly, . .                     | .82     | .82                         | 50         | 15       | -          | B.                              | 28 |
| South-westerly, .                 | 3.00    | 3.00                        | 50-60      | 15       | 3          | D-C.                            | 29 |
| Westerly, . .                     | 2.22    | 2.22                        | 50-110     | 15       | 3-4.5      | A-D.                            | 30 |
| Westerly, . .                     | 3.15    | 3.15                        | 50         | 18       | -          | C-B.                            | 31 |
| Easterly, . .                     | 4.25    | 4.25                        | 66-80      | 18       | 3          | C-B.                            | 32 |
| Easterly, . .                     | 1.53    | 1.53                        | 50-136     | 18       | 3          | A.                              | 33 |
| South-westerly, .                 | 2.84    | 2.84                        | 50         | 15-12-10 | 3          | B.                              | 34 |
| Northerly, . .                    | 1.05    | 1.05                        | 45-55-60   | 15       | 3          | B.                              | 35 |

TABLE SHOWING THE HIGHWAYS LAID OUT, CONSTRUCTED OR

|    | TOWN.                   | Year.                  | ROAD LAID OUT.                        |
|----|-------------------------|------------------------|---------------------------------------|
|    |                         |                        | From —                                |
| 1  | Weymouth, . . .         | 1894, . . .            | Holbrook line, . . .                  |
| 2  | Weymouth, . . .         | 1895-97, . . .         | Fore River to Back River, . . .       |
| 3  | Whately, . . .          | 1899, . . .            | Deerfield line, <sup>1</sup> . . .    |
| 4  | Whately, . . .          | 1901, . . .            | End of 1899 lay-out, . . .            |
| 5  | Whitman, . . .          | 1894-96, . . .         | Brockton line, . . .                  |
| 6  | Wilbraham, . . .        | 1895-97, . . .         | Near Springfield line, . . .          |
| 7  | Wilbraham, . . .        | 1901, . . .            | End of 1897 lay-out, . . .            |
| 8  | Wilbraham, . . .        | 1901, . . .            | End of 1895 lay-out, . . .            |
| 9  | Williamsburg, . . .     | 1896-98, . . .         | Goshen line, . . .                    |
| 10 | Williamsburg, . . .     | 1901, . . .            | End of 1898 lay-out, . . .            |
| 11 | Williamstown, . . .     | 1895-96-98, . . .      | North Adams line, . . .               |
| 12 | Winchester, . . .       | 1899-1900, . . .       | Arlington line to Woburn line, . . .  |
| 13 | Windsor, . . .          | 1897, . . .            | Cummington line, . . .                |
| 14 | Woburn, . . .           | 1900, . . .            | Winchester line, . . .                |
| 15 | Woburn, . . .           | 1901, . . .            | End of 1900 lay-out, . . .            |
| 16 | Worcester, . . .        | 1896-97, . . .         | Paxton line, . . .                    |
| 17 | Worcester, . . .        | 1897, . . .            | Holden line, . . .                    |
| 18 | Worcester, . . .        | 1900, . . .            | West Boylston line, . . .             |
| 19 | Wrentham, . . .         | 1894-95-99-1900, . . . | Plainville, . . .                     |
| 20 | Wrentham, . . .         | 1897-98, . . .         | Norfolk line, . . .                   |
| 21 | Wrentham, . . .         | 1901, . . .            | End of 1900 lay-out, . . .            |
| 22 | Yarmouth (north), . . . | 1894-96, . . .         | Barnstable line to Dennis line, . . . |
| 23 | Yarmouth (south), . . . | 1895-97, . . .         | Bass River to Barnstable line, . . .  |

<sup>1</sup> Exclusive of 375 feet at railroad crossing.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Concluded.*

| ROAD LAID OUT.    |        | Length<br>Con-<br>structed. | WIDTHS.   |                   |            | Material of<br>Road<br>Surface. |    |
|-------------------|--------|-----------------------------|-----------|-------------------|------------|---------------------------------|----|
| Direction.        | Length |                             | Location. | Macadam.          | Shoulders. |                                 |    |
|                   | Miles. | Miles.                      | Feet.     | Feet.             | Feet.      |                                 |    |
| Easterly, . .     | .25    | .25                         | 50        | 15                | 3          | B.                              | 1  |
| Westerly, . .     | 1.75   | 1.75                        | 125-50    | 15-18             | 3          | A-B-C.                          | 2  |
| South-westerly, . | .78    | .79                         | 50        | 12                | 3          | A.                              | 3  |
| South-westerly, . | .50    | .42                         | 50        | 15                | -          | A.                              | 4  |
| Easterly, . .     | 1.70   | 1.70                        | 45        | 18                | 4          | B.                              | 5  |
| Easterly, . .     | 1.91   | 1.91                        | 50-79     | 15                | 3          | A.                              | 6  |
| South-westerly, . | .22    | .22                         | 50        | 15                | -          | A.                              | 7  |
| Easterly, . .     | .65    | Partly<br>graded.           | 50        | 15                | -          | A.                              | 8  |
| South-easterly, . | 1.72   | 1.55                        | 50        | '98 graded.<br>15 | 3          | B.                              | 9  |
| South-easterly, . | .39    | Graded.                     | 50        |                   | -          | N.                              | 10 |
| Westerly, . .     | 1.92   | 1.92                        | 50-60-70  | 15                | 3          | D.                              | 11 |
| North-easterly, . | 1.96   | 1.96                        | 50        | 15-21-20          | -          | C.                              | 12 |
| Westerly, . .     | .28    | .28                         | 50        | -                 | -          | F.                              | 13 |
| North-westerly, . | .93    | .93                         | 50        | 15                | 3          | G-C.                            | 14 |
| North-westerly, . | .75    | .50                         | 40-50     | 15                | -          | G-C.                            | 15 |
| South-easterly, . | 1.35   | 1.35                        | 50        | 15                | 3          | B.                              | 16 |
| Southerly, . .    | .66    | .66                         | 50        | 15                | 3          | B.                              | 17 |
| South-westerly, . | .54    | .54                         | 50        | 15                | 3          | A.                              | 18 |
| Northerly, . .    | 3.27   | 3.27                        | 26-34-50  | 15                | 3          | B.                              | 19 |
| South-easterly, . | 1.42   | 1.42                        | 50        | 15                | 3          | B.                              | 20 |
| Northerly, . .    | .75    | .75                         | 50        | 15                | -          | B.                              | 21 |
| Easterly, . .     | 3.71   | 3.71                        | 40-60     | 15                | 3          | B.                              | 22 |
| Westerly, . .     | 5.10   | 5.10                        | 40        | 15                | 3          | B-C.                            | 23 |

## APPENDIX B.

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE DURING THE YEAR 1901, THE RESIDENT ENGINEERS ON SUCH WORK, TOGETHER WITH DATES OF BEGINNING AND ENDING.

| TOWN OR CITY.           | County.     | Lay-out. | Resident Engineer. | Date of Contract. | Date of Beginning. | Date of Ending.  |
|-------------------------|-------------|----------|--------------------|-------------------|--------------------|------------------|
| Abington, . . . . .     | Plymouth,   | 1900     | Shaw, S.,          | June 4, 1900,     | 1901.<br>April 26, | 1901.<br>May 22. |
| Abington, . . . . .     | Plymouth,   | 1900     | Everett, P. H.,    | June 4, 1900,     | April 11,          | April 27.        |
| Abington, . . . . .     | Plymouth,   | 1900     | Everett, P. H.,    | Sept. 27, 1900,   | April 11,          | April 27.        |
| Abington, . . . . .     | Plymouth,   | 1900     | Shaw, S.,          | Sept. 27, 1900,   | April 26,          | May 22.          |
| Abington, . . . . .     | Plymouth,   | 1901     | Winslow, D. H.,    | July 3, 1901,     | July 16,           | Aug. 7.          |
| Abington, . . . . .     | Plymouth,   | 1901     | Shaw, S.,          | July 3, 1901,     | Aug. 7,            | Sept. 16.        |
| Acton (west), . . . . . | Middlesex,  | 1901     | Everett, P. H.,    | April 4, 1901,    | May 27,            | Aug. 29.         |
| Acton (east), . . . . . | Middlesex,  | 1901     | Everett, P. H.,    | June 13, 1901,    | June 28,           | Sept. 10.        |
| Amesbury, . . . . .     | Essex,      | 1901     | Adams, C. E.,      | June 13, 1901,    | June 28,           | Nov. 1.          |
| Amherst, . . . . .      | Hampshire,  | 1901     | French, W. S.,     | Oct. 24, 1901,    | Nov. 6,            | Dec. 11.         |
| Attleborough, . . . . . | Bristol, .  | 1900     | Shaw, S.,          | Sept. 6, 1900,    | April 17,          | April 23.        |
| Attleborough, . . . . . | Bristol, .  | 1901     | Norton, C. H.,     | Aug. 8, 1901,     | Sept. 6,           | Nov. 23.         |
| Auburn, . . . . .       | Worcester,  | 1901     | Lucy, A. E.,       | Sept. 26, 1901,   | Oct. 9,            | Dec. 21.         |
| Barnstable, . . . . .   | Barnstable, | 1901     | Holden, H. C.,     | Aug. 22, 1901,    | Oct. 5,            | Dec. 26.         |
| Barre, . . . . .        | Worcester,  | 1900     | Packard, S. G.,    | Oct. 25, 1900,    | Jan. 1,            | Jan. 19.         |
| Barre, . . . . .        | Worcester,  | 1900     | Farnham, A. B.,    | Oct. 25, 1900,    | April 17,          | May 29.          |
| Belchertown, . . . . .  | Hampshire,  | 1900     | Farnham, A. B.,    | Oct. 10, 1901,    | June 5,            | July 27.         |
| Blackstone, . . . . .   | Worcester,  | 1900     | Packard, S. G.,    | Oct. 11, 1900,    | April 3,           | May 27.          |
| Brewster (1), . . . . . | Barnstable, | 1901     | Holden, H. C.,     | Feb. 6, 1901,     | Feb. 15,           | July 31.         |

|               |   |   |   |   |      |                    |   |   |                 |           |           |
|---------------|---|---|---|---|------|--------------------|---|---|-----------------|-----------|-----------|
| Brewster (2), | . | . | . | . | 1901 | Holden, H. C.,     | . | . | Feb. 14, 1901,  | April 8,  | Aug. 3.   |
| Braintree,    | . | . | . | . | 1900 | Shaw, S.,          | . | . | Nov. 8, 1900,   | April 29, | July 26.  |
| Brimfield,    | . | . | . | . | 1901 | Bradford, J. L.,   | . | . | Oct. 10, 1901,  | Oct. 22,  | Dec. 31.  |
| Brookton,     | . | . | . | . | 1900 | Everett, P. H.,    | . | . | June 4, 1900,   | April 8,  | April 27. |
| Brockton,     | . | . | . | . | 1900 | Shaw, S.,          | . | . | June 4, 1900,   | April 26, | May 27.   |
| Charlton, .   | . | . | . | . | 1901 | Winslow, D. H.,    | . | . | Oct. 3, 1901,   | Nov. 20,  | Dec. 31.  |
| Chatham, .    | . | . | . | . | 1901 | Holden, H. C.,     | . | . | July 11, 1901,  | Aug. 19,  | Nov. 14.  |
| Chelmsford,   | . | . | . | . | 1901 | Brown, C. L.,      | . | . | May 21, 1901,   | April 26, | June 15.  |
| Cheshire, .   | . | . | . | . | 1901 | Farnham, A. B.,    | . | . | Oct. 10, 1901,  | Oct. 25,  | Nov. 13.  |
| Chester, .    | . | . | . | . | 1901 | Farnham, A. B.,    | . | . | Sept. 5, 1901,  | Sept. 17, | Nov. 23.  |
| Cohasset, .   | . | . | . | . | 1900 | Norton, C. H.,     | . | . | Sept. 6, 1900,  | June 11,  | July 11.  |
| Colrain, .    | . | . | . | . | 1901 | Gerry, L. L.,      | . | . | Oct. 3, 1901,   | Oct. 22,  | Dec. 16.  |
| Concord, .    | . | . | . | . | 1900 | Everett, P. H.,    | . | . | Dec. 13, 1900,  | June 10,  | Aug. 3.   |
| Dartmouth,    | . | . | . | . | 1901 | Winslow, D. H.,    | . | . | June 20, 1901,  | Aug. 9,   | Oct. 28.  |
| Deerfield,    | . | . | . | . | 1900 | Gerry, L. L.,      | . | . | Dec. 6, 1900,   | April 26, | July 10.  |
| Deerfield,    | . | . | . | . | 1901 | Gerry, L. L.,      | . | . | Sept. 26, 1901, | Oct. 16,  | Dec. 13.  |
| Dennis, .     | . | . | . | . | 1901 | Holden, H. C.,     | . | . | June 27, 1901,  | July 29,  | Sept. 6.  |
| Easthampton,  | . | . | . | . | 1900 | Gerry, L. L.,      | . | . | Nov. 8, 1900,   | May 9,    | July 31.  |
| Easthampton,  | . | . | . | . | 1901 | Everett, P. H.,    | . | . | Nov. 8, 1900,   | May 9,    | July 31.  |
| Easton, .     | . | . | . | . | 1900 | Shaw, S.,          | . | . | Sept. 27, 1900, | April 11, | April 27. |
| Easton, .     | . | . | . | . | 1900 | Everett, P. H.,    | . | . | Sept. 27, 1900, | April 27, | May 4.    |
| Edgartown,    | . | . | . | . | 1900 | Litchfield, S.,    | . | . | Oct. 18, 1900,  | April 26, | June 25.  |
| Edgartown,    | . | . | . | . | 1901 | Southworth, A. L., | . | . | June 13, 1901,  | Oct. 23,  | Nov. 15.  |
| Erving, .     | . | . | . | . | 1900 | Raymond, C. A.,    | . | . | June 6, 1901,   | July 19,  | Aug. 23.  |
| Erving, .     | . | . | . | . | 1900 | Gerry, L. L.,      | . | . | June 6, 1901,   | June 19,  | Nov. 4.   |
| Fitchburg,    | . | . | . | . | 1901 | Phillips, H. D.,   | . | . | Aug. 1, 1901,   | Sept. 10, | Dec. 2.   |
| Foxborough,   | . | . | . | . | 1901 | Brine, L. R.,      | . | . | Oct. 10, 1901,  | Oct. 20,  | Dec. 4.   |
| Gardner, .    | . | . | . | . | 1900 | Phillips, H. D.,   | . | . | Sept. 6, 1900,  | May 16,   | July 30.  |
| Gardner, .    | . | . | . | . | 1901 | Phillips, H. D.,   | . | . | July 11, 1901,  | July 18,  | Aug. 24.  |
| Greenfield,   | . | . | . | . | 1901 | Raymond, C. A.,    | . | . | July 11, 1901,  | July 19,  | Oct. 17.  |
| Groton, .     | . | . | . | . | 1900 | Gerry, L. L.,      | . | . | Sept. 27, 1900, | May 18,   | July 2.   |
|               | . | . | . | . | 1901 | Phillips, H. D.,   | . | . | Oct. 10, 1901,  | Nov. 3,   | Dec. 6.   |

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE, ETC. — *Continued.*

| TOWN OR CITY.    | County.     | Lay-out. | Resident Engineer. | Date of Contract. | Date of Beginning. | Date of Ending. |
|------------------|-------------|----------|--------------------|-------------------|--------------------|-----------------|
| Groveland,       | Essex, .    | 1900     | Adams, C. E.,      | Nov. 8, 1900,     | 1901.              | 1901.           |
| Groveland,       | Essex, .    | 1901     | Adams, C. E.,      | Nov. 8, 1900,     | May 2,             | Aug. 10.        |
| Hardwick,        | Worcester,  | 1901     | Farnham, A. B.,    | April 11, 1901,   | Dec. 2,            | Dec. 17.        |
| Harvard, .       | Worcester,  | 1900     | Phillips, H. D.,   | Nov. 22, 1900,    | May 22,            | July 27.        |
| Harvard, .       | Worcester,  | 1900     | Phillips, H. D.,   | Nov. 22, 1900,    | Jan. 1,            | Feb. 20.        |
| Harvard, .       | Worcester,  | 1900     | Everett, P. H.,    | Aug. 29, 1901,    | April 9,           | July 23.        |
| Harwich, .       | Barnstable, | 1901     | Holden, H. C.,     | Oct. 18, 1900,    | Sept. 11,          | Dec. 6.         |
| Hatfield, .      | Hampshire,  | 1901     | Packard, S. G.,    | Oct. 3, 1901,     | April 5,           | June 24.        |
| Haverhill,       | Essex, .    | 1899     | Nichols, E. J.,    | Dec. 16, 1900,    | Nov. 8,            | Dec. 6.         |
| Lee, .           | Berkshire,  | 1900     | Dadley, A. D.,     | Aug. 16, 1900,    | Jan. 1,            | Sept. 6.        |
| Lenox, .         | Berkshire,  | 1900     | Dadley, A. D.,     | Aug. 3, 1900,     | May 9,             | Sept. 26.       |
| Leominster,      | Worcester,  | 1901     | Phillips, H. D.,   | Oct. 24, 1901,    | June 15,           | Sept. 12.       |
| Lexington,       | Middlesex,  | 1900     | Everett, P. H.,    | Sept. 27, 1900,   | Nov. 4,            | Dec. 5.         |
| Lunenburg,       | Worcester,  | 1901     | Phillips, H. D.,   | Aug. 8, 1901,     | May 22,            | June 11.        |
| Mansfield,       | Bristol, .  | 1901     | Brine, L. R.,      | Nov. 21, 1901,    | Aug. 19,           | Oct. 29.        |
| Marion, .        | Plymouth,   | 1901     | Howes, C. H.,      | May 9, 1901,      | Nov. 27,           | Dec. 21.        |
| Marion (bridge), | Plymouth,   | 1901     | Howes, C. H.,      | April 25, 1901,   | Aug. 14,           | Oct. 10.        |
| Marlborough,     | Middlesex,  | 1900     | Welton, C. A.,     | Sept. 6, 1900,    | May 12,            | Dec. 31.        |
| Marlborough,     | Middlesex,  | 1901     | Welton, C. A.,     | June 13, 1901,    | June 12,           | June 25.        |
| Marshfield,      | Plymouth,   | 1901     | Litchfield, S.,    | Aug. 8, 1901,     | Aug. 5,            | Dec. 4.         |
| Mattapoisett,    | Plymouth,   | 1901     | Howes, C. H.,      | Sept. 5, 1901,    | Aug. 20,           | Dec. 9.         |
| Merrimac,        | Essex, .    | 1901     | Adams, C. E.,      | July 18, 1901,    | Sept. 30,          | Dec. 19.        |
| Methuen, .       | Essex, .    | 1901     | Brown, C. L.,      | Aug. 22, 1901,    | Aug. 9,            | Nov. 11.        |
| Millbury, .      | Worcester,  | 1900     | Grimes, M. W.,     | Nov. 8, 1900,     | Sept. 18,          | Nov. 14.        |
| Millbury, .      | Worcester,  | 1900     | Southworth, A. L., | Nov. 8, 1900,     | May 31,            | June 29.        |
| Milton, .        | Norfolk,    | 1900     | Shaw, S.,          | Oct. 4, 1900,     | June 12,           | Sept. 16.       |
| Monson, .        | Hampden,    | 1901     | French, W. S.,     | Sept. 5, 1901,    | Sept. 20,          | Nov. 18.        |

|                |   |   |   |   |   |      |                    |                 |           |           |
|----------------|---|---|---|---|---|------|--------------------|-----------------|-----------|-----------|
| Montague,      | . | . | . | . | . | 1899 | Gerry, L. L.,      | May 16, 1901,   | June 17,  | Aug. 22.  |
| Nantucket,     | . | . | . | . | . | 1900 | Farnham, A. B.,    | Oct. 4, 1900,   | Jan. 1,   | Jan. 29.  |
| Nantucket,     | . | . | . | . | . | 1901 | Gray, A. W.,       | Sept. 12, 1901, | Nov. 4,   | Dec. 31.  |
| Natick,        | . | . | . | . | . | 1901 | Winslow, G. R.,    | April 4, 1901,  | May 7,    | Sept. 17. |
| Newbury,       | . | . | . | . | . | 1900 | Adams, C. E.,      | Oct. 4, 1900,   | April 11, | June 24.  |
| Newbury,       | . | . | . | . | . | 1901 | Adams, C. E.,      | Sept. 26, 1901, | Oct. 31,  | Dec. 27.  |
| Newton,        | . | . | . | . | . | 1901 | —                  | July 18, 1901,  | Oct. 24,  | Oct. 24.  |
| North Adams,   | . | . | . | . | . | 1900 | Southworth, A. L., | Sept. 27, 1900, | May 1,    | May 19.   |
| North Adams,   | . | . | . | . | . | 1901 | Bradford, J. L.,   | July 3, 1901,   | July 9,   | Aug. 30.  |
| Northborough,  | . | . | . | . | . | 1900 | Welton, C. A.,     | Oct. 25, 1900,  | April 16, | June 22.  |
| North Reading, | . | . | . | . | . | 1901 | Gray, A. W.,       | July 18, 1901,  | July 29,  | Oct. 21.  |
| Orange,        | . | . | . | . | . | 1900 | Raymond, C. A.,    | June 6, 1901,   | July 19,  | Aug. 23.  |
| Orange,        | . | . | . | . | . | 1901 | Gerry, L. L.,      | June 6, 1901,   | June 19,  | Nov. 4.   |
| Palmer (1),    | . | . | . | . | . | 1901 | Warren, H. E.,     | April 24, 1901, | May 7,    | June 28.  |
| Palmer (2),    | . | . | . | . | . | 1901 | French, W. S.,     | Sept. 5, 1901,  | Sept. 20, | Nov. 18.  |
| Pittsfield,    | . | . | . | . | . | 1901 | Farnham, A. B.,    | July 18, 1901,  | Sept. 5,  | Nov. 30.  |
| Princeton,     | . | . | . | . | . | 1900 | Grimes, M. W.,     | Dec. 13, 1900,  | May 15,   | June 29.  |
| Princeton,     | . | . | . | . | . | 1900 | Southworth, A. L., | Dec. 13, 1900,  | June 28,  | Aug. 1.   |
| Provincetown,  | . | . | . | . | . | 1901 | Holden, H. C.,     | May 23, 1901,   | June 17,  | July 15.  |
| Reading,       | . | . | . | . | . | 1900 | Gray, A. W.,       | Oct. 25, 1900,  | April 23, | Aug. 13.  |
| Richmond,      | . | . | . | . | . | 1901 | Brown, M. L.,      | May 9, 1901,    | Aug. 12,  | Oct. 21.  |
| Salem,         | . | . | . | . | . | 1901 | Wade, W. N.,       | July 3, 1901,   | Aug. 13,  | Sept. 14. |
| Sandwich,      | . | . | . | . | . | 1900 | Dadley, A. D.,     | Aug. 30, 1900,  | Jan. 11,  | Feb. 7.   |
| Sandwich,      | . | . | . | . | . | 1900 | Dadley, A. D.,     | Aug. 30, 1900,  | Mar. 20,  | May 8.    |
| Sandwich,      | . | . | . | . | . | 1900 | Winslow, D. H.,    | Aug. 30, 1900,  | May 13,   | May 20.   |
| Seekonk,       | . | . | . | . | . | 1900 | Grimes, M. W.,     | Sept. 21, 1900, | April 5,  | April 19. |
| Seekonk,       | . | . | . | . | . | 1900 | Winslow, D. H.,    | Sept. 21, 1900, | April 17, | May 27.   |
| Seekonk,       | . | . | . | . | . | 1901 | Winslow, D. H.,    | Aug. 15, 1901,  | Aug. 26,  | Oct. 30.  |
| Seekonk,       | . | . | . | . | . | 1901 | Bagge, G. W.,      | Aug. 15, 1901,  | Nov. 21,  | Dec. 2.   |
| Shrewsbury,    | . | . | . | . | . | 1900 | Welton, C. A.,     | Sept. 27, 1900, | April 16, | June 27.  |
| Somerset,      | . | . | . | . | . | 1901 | Brown, G. R.,      | Nov. 7, 1901,   | Nov. 25,  | Dec. 11.  |

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE, ETC. — *Concluded.*

| TOWN OR CITY.     | County.     | Lay-out. | Resident Engineer. | Date of Contract. | Date of Beginning. | Date of Ending. |
|-------------------|-------------|----------|--------------------|-------------------|--------------------|-----------------|
| Spencer (1),      | Worcester,  | 1900     | Warren, H. E.,     | June 14, 1900,    | 1901, April 17,    | 1901, July 6,   |
| Spencer (2),      | Worcester,  | 1900     | Warren, H. E.,     | Sept. 13, 1900,   | April 17,          | July 20,        |
| Stoneham,         | Middlesex,  | 1900     | Gray, A. W.,       | Oct. 25, 1900,    | April 23,          | Aug. 13,        |
| Stoneham,         | Middlesex,  | 1901     | Gray, A. W.,       | May 23, 1901,     | June 8,            | Aug. 13,        |
| Sudbury,          | Middlesex,  | 1901     | Lucy, A. E.,       | May 2, 1901,      | May 31,            | Sept. 30,       |
| Sutton,           | Worcester,  | 1901     | Southworth, A. L., | July 11, 1901,    | July 24,           | Oct. 10,        |
| Swampscott,       | Essex,      | 1900     | Wade, W. N.,       | Dec. 6, 1900,     | May 23,            | Aug. 22,        |
| Swampscott,       | Essex,      | 1901     | Wade, W. N.,       | Dec. 6, 1900,     | May 30,            | Aug. 22,        |
| Taunton,          | Bristol,    | 1901     | Bagge, G. W.,      | Sept. 12, 1901,   | Sept. 21,          | Nov. 30,        |
| Templeton,        | Worcester,  | 1901     | Raymond, C. A.,    | Sept. 5, 1901,    | Sept. 26,          | Nov. 27,        |
| Tewksbury,        | Middlesex,  | 1901     | Dadley, A. D.,     | Oct. 3, 1901,     | Oct. 9,            | Dec. 7,         |
| Townsend,         | Middlesex,  | 1900     | Phillips, H. D.,   | Nov. 1, 1900,     | May 6,             | June 14,        |
| Townsend,         | Middlesex,  | 1901     | Phillips, H. D.,   | June 27, 1901,    | July 10,           | July 21,        |
| Townsend,         | Middlesex,  | 1901     | Phillips, H. D.,   | Oct. 3, 1901,     | Oct. 9,            | Oct. 29,        |
| Truro,            | Barnstable, | 1895     | Holden, H. C.,     | July 11, 1901,    | Oct. 15,           | Dec. 31,        |
| Uxbridge,         | Worcester,  | 1901     | Brine, L. R.,      | Oct. 10, 1901,    | Aug. 22,           | Oct. 10,        |
| Wales,            | Hampton,    | 1901     | Bradford, J. L.,   | July 25, 1901,    | Oct. 8,            | Dec. 31,        |
| Wareham,          | Plymouth,   | 1901     | Howes, C. H.,      | Aug. 15, 1901,    | Oct. 9,            | Dec. 19,        |
| Wareham (bridge), | Plymouth,   | 1901     | Howes, C. H.,      | April 25, 1901,   | May 8,             | Dec. 31,        |
| Warren,           | Worcester,  | 1901     | Warren, H. E.,     | Aug. 1, 1901,     | Aug. 26,           | Nov. 18,        |
| Wayland,          | Middlesex,  | 1900     | Winslow, G. R.,    | June 7, 1900,     | April 8,           | May 16,         |
| Wellesley,        | Norfolk,    | 1901     | Winslow, G. R.,    | April 4, 1901,    | May 7,             | Sept. 17,       |
| Wenham,           | Essex,      | 1901     | Brown, G. R.,      | Aug. 8, 1901,     | Sept. 9,           | Nov. 14,        |
| West Bridgewater, | Plymouth,   | 1900     | Winslow, D. H.,    | April 4, 1901,    | April 17,          | July 15,        |
| West Bridgewater, | Plymouth,   | 1901     | Wade, W. N.,       | Aug. 8, 1901,     | Sept. 17,          | Dec. 4,         |
| West Brookfield,  | Worcester,  | 1901     | Warren, H. E.,     | June 27, 1901,    | July 10,           | Dec. 3,         |

|                 |   |   |   |   |   |      |                 |   |   |                 |           |           |
|-----------------|---|---|---|---|---|------|-----------------|---|---|-----------------|-----------|-----------|
| Westfield,      | . | . | . | . | . | 1901 | Farnham, A. B., | . | . | July 18, 1901,  | Aug. 5,   | Oct. 5.   |
| Whately, .      | . | . | . | . | . | 1901 | Packard, S. G., | . | . | Sept. 5, 1901,  | Sept. 23, | Nov. 28.  |
| Wilbraham (1),  | . | . | . | . | . | 1901 | Warren, H. E.,  | . | . | Mar. 21, 1901,  | June 10,  | July 11.  |
| Wilbraham (2),  | . | . | . | . | . | 1901 | Warren, H. E.,  | . | . | Oct. 31, 1901,  | Nov. 18,  | Dec. 3.   |
| Williamsburg, . | . | . | . | . | . | 1901 | Packard, S. G., | . | . | April 24, 1901, | June 4,   | Oct. 24.  |
| Woburn, .       | . | . | . | . | . | 1900 | Shaw, S.,       | . | . | Oct. 11, 1900,  | Sept. 20, | Nov. 2.   |
| Woburn, .       | . | . | . | . | . | 1901 | Shaw, S.,       | . | . | Sept. 5, 1901,  | Sept. 17, | Dec. 2.   |
| Worcester,      | . | . | . | . | . | 1900 | Grimes, M. W.,  | . | . | Oct. 11, 1900,  | April 26, | June 29.  |
| Wrentham,       | . | . | . | . | . | 1901 | Norton, C. H.,  | . | . | July 11, 1901,  | July 31,  | Sept. 21. |

## APPENDIX C.

## SHOWING CONTRACT PRICES ON

|    | CITY OR TOWN.               | Contract Number. | Contractor.              | EXCAVATION.             |                      |                     | MASONRY (PER CUBIC YARD). |                        |         |
|----|-----------------------------|------------------|--------------------------|-------------------------|----------------------|---------------------|---------------------------|------------------------|---------|
|    |                             |                  |                          | All Kinds (Cubic Yard). | Borrow (Cubic Yard). | Ledge (Cubic Yard). | Rubble Laid Dry.          | Rubble Laid in Cement. | Cement. |
| 1  | Ablington, . .              | 551              | Ferranti, Milano & Co.,  | \$0 49                  | \$0 67               | \$2 00              | -                         | -                      | \$12 00 |
| 2  | Acton (west), .             | 526              | John A. Gaffey, . .      | 50                      | 40                   | 1 50                | \$4 00                    | -                      | 8 00    |
| 3  | Acton (east), .             | 539              | A. J. Wellington, . .    | 40                      | 30                   | 2 00                | 5 00                      | -                      | 10 00   |
| 4  | Acushnet, <sup>3</sup> . .  | 537              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 5  | Amesbury, . .               | 540              | James E. Watkins, . .    | 35                      | 50                   | 1 50                | 2 75                      | -                      | 4 80    |
| 6  | Amherst, . .                | 607              | W. N. Flynt Granite Co., | 50                      | 60                   | 3 00                | -                         | -                      | -       |
| 7  | Attleborough, .             | 568              | A. J. Wellington, . .    | 50                      | 40                   | 3 00                | 6 00                      | -                      | 12 00   |
| 8  | Auburn, . .                 | 589              | Town, . . . .            | 35                      | 40                   | 1 75                | 5 00                      | -                      | 10 00   |
| 9  | Barnstable, . .             | 577              | Town, . . . .            | 30                      | 25                   | 1 75                | 5 00                      | -                      | 10 00   |
| 10 | Belchertown, .              | 600              | William Orlando, . .     | 55                      | -                    | 2 00                | 6 00                      | -                      | 11 00   |
| 11 | Brewster, . .               | 521              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 12 | Brewster, . .               | 522              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 13 | Brimfield and<br>Wales, . . | 601              | Nicholas White, . .      | 30                      | 40                   | 2 00                | 4 50                      | -                      | 9 00    |
| 14 | Charlton, . .               | 595              | Ferranti & Maguire, .    | 35                      | 50                   | 1 50                | 5 00                      | -                      | 10 00   |
| 15 | Chatham, . .                | 559              | Town, . . . .            | 25                      | -                    | 1 75                | 6 00                      | -                      | 10 00   |
| 16 | Chelmsford, . .             | 523              | Fred E. Ellis, . . .     | 35                      | 40                   | 2 00                | 4 00                      | -                      | 7 00    |
| 17 | Chelsea, <sup>12</sup> . .  | 573              | City, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 18 | Cheshire, . .               | 602              | John W. Polcaro, . .     | 38                      | 48                   | 1 25                | -                         | \$10 00                | 15 00   |
| 19 | Chester, . .                | 584              | Myron R. Fisk, . .       | 50                      | 50                   | 3 00                | 6 00                      | -                      | 10 00   |
| 20 | Colrain, . .                | 596              | Town, . . . .            | 35                      | 35                   | 1 75                | 5 00                      | -                      | 10 00   |
| 21 | Dartmouth, . .              | 546              | Town, . . . .            | 40                      | 40                   | 1 75                | 5 00                      | -                      | 10 00   |
| 22 | Deerfield, . .              | 590              | A. J. Wellington, . .    | 30                      | 40                   | 1 00                | 6 00                      | -                      | 12 00   |
| 23 | Dennis, . .                 | 547              | A. J. Wellington, . .    | 40                      | 50                   | 3 00                | 6 00                      | -                      | 12 00   |
| 24 | Edgartown, . .              | 541              | Town, . . . .            | 25                      | 25                   | 1 75                | 5 00                      | -                      | 10 00   |
| 25 | Fitchburg, . .              | 566              | David H. Damon, . .      | 40                      | 45                   | 2 50                | 5 00                      | -                      | 8 00    |

<sup>1</sup> Twenty-inch clay.<sup>3</sup> Lump sum, \$2,500.<sup>5</sup> Screened.<sup>7</sup> Eight-inch clay.<sup>2</sup> Twenty-inch iron.<sup>4</sup> Cobble-stone gutters.<sup>6</sup> Fifteen-inch clay.<sup>8</sup> Leaching basins.

## APPENDIX C.

## STATE ROADS DURING 1901.

| Gravel (Cubic Yard). | Shaping (Square Yard). | BROKEN STONE. |             | PIPE CULVERTS (PER LINEAL FOOT) |                |                   |              |                |                   | Fencing (Lineal Foot). | Side Drains (Lineal Foot). | Bounds (Each). | Catch-basins (Each). |    |
|----------------------|------------------------|---------------|-------------|---------------------------------|----------------|-------------------|--------------|----------------|-------------------|------------------------|----------------------------|----------------|----------------------|----|
|                      |                        | Local (Ton).  | Trap (Ton). | CLAY.                           |                |                   | IRON.        |                |                   |                        |                            |                |                      |    |
|                      |                        |               |             | Twelve-inch.                    | Eighteen-inch. | Twenty-four-inch. | Twelve-inch. | Eighteen-inch. | Twenty-four-inch. |                        |                            |                |                      |    |
| \$0 85               | \$0 03.5               | \$1 69        | -           | -                               | -              | -                 | -            | -              | -                 | \$0 30                 | \$0 33                     | \$4 00         | -                    | 1  |
| 50                   | 02                     | -             | \$1 90      | \$0 70                          | -              | \$1 05            | \$2 80       | -              | -                 | 20                     | -                          | 1 50           | -                    | 2  |
| 60                   | 03                     | -             | 1 90        | 80                              | -              | -                 | 2 00         | -              | -                 | 25                     | 40                         | 1 50           | -                    | 3  |
| -                    | -                      | -             | -           | -                               | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 4  |
| 50                   | 02                     | 1 46          | -           | -                               | \$1 00         | -                 | -            | -              | -                 | 14                     | 35                         | 1 20           | -                    | 5  |
| 65                   | 03                     | -             | 2 05        | -                               | -              | -                 | -            | -              | -                 | -                      | { 45/<br>45 }              | 2 00           | \$30 00              | 6  |
| { 60<br>10 }         | -                      | -             | -           | 70                              | 1 20           | 90                | -            | -              | -                 | 25                     | -                          | 2 00           | 30 00                | 7  |
| 60                   | -                      | -             | -           | 60                              | -              | -                 | 1 50         | -              | -                 | 18                     | 40                         | 1 50           | -                    | 8  |
| 65                   | 02                     | -             | 2 10        | 70                              | 740            | -                 | -            | -              | -                 | 20                     | 50                         | 1 50           | { Cost.<br>Cost }    | 9  |
| -                    | 03                     | -             | 2 00        | -                               | -              | -                 | \$2 50       | -              | -                 | 25                     | -                          | 2 00           |                      |    |
| -                    | -                      | 1 85          | -           | -                               | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 11 |
| -                    | -                      | 1 60          | -           | -                               | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 12 |
| -                    | -                      | -             | -           | 60                              | 95             | 1 78              | -            | 1 86           | \$1 90            | 22                     | -                          | 2 25           | -                    | 13 |
| -                    | 02.5                   | 1 45          | 1 20        | 60                              | 1 25           | 3 00              | 1 60         | 2 50           | 4 00              | 25                     | 40                         | 2 00           | -                    | 14 |
| 50                   | 02                     | -             | 2 10        | 740                             | -              | -                 | -            | -              | -                 | 17                     | 50                         | 1 50           | -                    | 15 |
| -                    | 03                     | -             | 1 85        | 60                              | 745            | { 1050<br>675 }   | 1 75         | 11 40          | -                 | 25                     | 40                         | 1 50           | 25 00                | 16 |
| -                    | -                      | -             | -           | -                               | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 17 |
| 53                   | -                      | -             | -           | -                               | -              | -                 | -            | -              | -                 | -                      | -                          | 2 20           | -                    | 18 |
| 80                   | 03                     | -             | 1 95        | 1 25                            | 2 50           | -                 | 1 75         | 3 00           | -                 | 24                     | -                          | 2 00           | -                    | 19 |
| { 50<br>20 }         | 02                     | -             | -           | 60                              | -              | 2 10              | 1 50         | -              | -                 | 17                     | 40                         | 1 75           | Cost.                | 20 |
| 65                   | 02                     | 1 50          | -           | -                               | -              | -                 | -            | -              | -                 | 17                     | 40                         | 1 50           | -                    | 21 |
| 50                   | 03                     | -             | 1 70        | 80                              | -              | -                 | 1 80         | -              | -                 | 25                     | -                          | 2 00           | 30 00                | 22 |
| 131 00               | 03                     | -             | 2 40        | 80                              | 740            | -                 | -            | -              | -                 | -                      | -                          | 1 50           | 30 00                | 23 |
| 1 00                 | 02                     | 2 10          | -           | 70                              | -              | 1 00              | -            | -              | -                 | Cost.                  | 50                         | 1 50           | -                    | 24 |
| 50                   | 02                     | 1 62          | -           | 55                              | -              | -                 | -            | -              | -                 | 22                     | 25                         | 1 50           | 30 00                | 25 |

<sup>9</sup> Unscreened broken stone for foundation.<sup>10</sup> Ten-inch clay.<sup>12</sup> Lump sum, \$12,400.<sup>11</sup> Ten-inch iron.<sup>13</sup> Loam for hardening sub-grade.

## SHOWING CONTRACT PRICES ON

|    | CITY OR TOWN.               | Contract Number. | Contractor.              | EXCAVATION.             |                      |                     | MASONRY (PER CUBIC YARD). |                        |         |
|----|-----------------------------|------------------|--------------------------|-------------------------|----------------------|---------------------|---------------------------|------------------------|---------|
|    |                             |                  |                          | All Kinds (Cubic Yard). | Borrow (Cubic Yard). | Ledge (Cubic Yard). | Rubble Laid Dry.          | Rubble Laid in Cement. | Cement. |
| 1  | Foxborough, .               | 603              | Town, . . . .            | \$0 40                  | \$0 45               | \$1 75              | \$5 00                    | -                      | \$10 00 |
| 2  | Gardner, . .                | 555              | A. J. Wellington, . .    | 50                      | 50                   | 3 00                | 5 00                      | -                      | 12 00   |
| 3  | Groton, . . .               | 604              | A. J. Wellington, . .    | 40                      | 50                   | 2 00                | 6 00                      | -                      | 15 00   |
| 4  | Hardwick, . .               | 529              | John S. Laue & Sons, .   | 50                      | 50                   | -                   | 5 00                      | -                      | 10 00   |
| 5  | Harvard, . .                | 579              | Ferranti & Maguire, .    | 33                      | 53                   | 1 00                | -                         | -                      | -       |
| 6  | Hatfield, . .               | 597              | A. J. Wellington, . .    | 40                      | 40                   | 1 00                | 6 00                      | -                      | 12 00   |
| 7  | Lakeville, <sup>3</sup> .   | 593              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 8  | Leominster, .               | 603              | Murphy & Gallagher, .    | 35                      | -                    | 2 00                | 5 00                      | -                      | 10 00   |
| 9  | Lunenburg, .                | 569              | John J. Falvey, . . .    | 50                      | 60                   | 2 00                | 6 00                      | -                      | 20 00   |
| 10 | Mansfield, . .              | 612              | Wm. H. Doran, . . .      | 35                      | 50                   | 1 00                | 5 50                      | -                      | 12 00   |
| 11 | Marion, . . .               | 544              | Town, . . . .            | 35                      | 50                   | 1 75                | 5 00                      | -                      | 9 00    |
| 12 | Marion and Ware-            | 533              | New Bedford & Onset      | -                       | -                    | -                   | -                         | -                      | -       |
| 13 | ham, <sup>4</sup>           | 542              | Street Railway Co.       | 35                      | 50                   | 1 75                | 5 00                      | -                      | 10 00   |
| 14 | Marlborough, .              | 570              | City, . . . .            | 50                      | 50                   | 2 00                | 5 00                      | \$7 00                 | 12 00   |
| 15 | Marshfield, .               | 570              | A. J. Wellington, . .    | 50                      | 50                   | 2 00                | 5 00                      | -                      | 12 00   |
| 16 | Mattapoisett, .             | 580              | Town, . . . .            | 40                      | 40                   | 1 75                | 5 00                      | -                      | 10 00   |
| 17 | Merrimac, . .               | 560              | James E. Watkins, . .    | 50                      | 45                   | 1 00                | 6 00                      | -                      | 10 00   |
| 18 | Methuen, . .                | 575              | Fred E. Ellis, . . .     | 45                      | 45                   | 2 00                | 6 50                      | -                      | 12 00   |
| 19 | Montague, . .               | 534              | A. J. Wellington, . .    | -                       | -                    | -                   | -                         | -                      | -       |
| 20 | Nantucket, . .              | 586              | Rollin M. Allen, . .     | 30                      | 75                   | -                   | 6 00                      | \$6 50                 | 10 00   |
| 21 | Natick and Welles-          | 527              | William H. Mague, . .    | 35                      | 50                   | 2 00                | 5 00                      | -                      | 12 00   |
| 22 | ley.                        | 576              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 23 | Needham, <sup>10</sup> .    | 591              | City, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 24 | Newbury, . .                | 591              | Michael Cashman, . .     | 40                      | -                    | 2 00                | 5 00                      | -                      | 8 00    |
| 25 | Newton, <sup>11</sup> . .   | 561              | City, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 26 | North Adams, .              | 552              | John S. Lane & Son, .    | 35                      | 40                   | 2 00                | 4 00                      | -                      | 10 00   |
| 27 | Northfield, . .             | 592              | A. J. Wellington, . .    | 40                      | 45                   | 1 00                | 8 00                      | -                      | 15 00   |
| 28 | North Reading, .            | 502              | Edward Adams, . . .      | 35                      | 40                   | 2 00                | 5 00                      | -                      | 10 00   |
| 29 | Orange and Erv-             | 538              | John O'Gara, . . . .     | 30                      | -                    | 2 00                | 4 00                      | -                      | 8 00    |
| 30 | ing.                        | 530              | W. N. Flynt Granite Co., | 45                      | 45                   | -                   | 5 00                      | -                      | 10 00   |
| 31 | Palmer, . . .               | 585              | W. N. Flynt Granite Co., | 45                      | 45                   | 3 00                | 5 00                      | -                      | 10 00   |
| 32 | Palmer and Mon-             | 563              | Charles H. Hale, . . .   | 40                      | 50                   | 2 00                | 6 00                      | -                      | 10 00   |
| 33 | son.                        | 535              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 34 | Pittsfield, . .             | 535              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |
| 35 | Provincetown, <sup>14</sup> | 535              | Town, . . . .            | -                       | -                    | -                   | -                         | -                      | -       |

<sup>1</sup> Eight-inch clay.<sup>3</sup> Lump sum, \$5,500.<sup>5</sup> Relaying.<sup>7</sup> Clay hardening.<sup>2</sup> Ten-inch clay.<sup>4</sup> Lump sum, \$7,000.<sup>6</sup> Fifteen-inch clay.<sup>8</sup> Concrete masonry.

STATE ROADS DURING 1901—*Continued.*

| Gravel (Cubic Yard). | Shaping (Square Yard). | BROKEN STONE. |             | PIPE CULVERTS (PER LINEAL FOOT). |                |                   |              |                |                   | Fencing (Lineal Foot). | Side Drains (Lineal Foot). | Bounds (Each). | Catch-basins (Each). |    |
|----------------------|------------------------|---------------|-------------|----------------------------------|----------------|-------------------|--------------|----------------|-------------------|------------------------|----------------------------|----------------|----------------------|----|
|                      |                        | Local (Ton).  | Trap (Ton). | CLAY.                            |                |                   | IRON.        |                |                   |                        |                            |                |                      |    |
|                      |                        |               |             | Twelve-inch.                     | Eighteen-inch. | Twenty-four-inch. | Twelve-inch. | Eighteen-inch. | Twenty-four-inch. |                        |                            |                |                      |    |
| \$0 55               | \$0 02                 | \$1 40        | -           | \$0 65                           | \$0 45         | \$0 55            | -            | -              | -                 | \$0 18                 | \$0 40                     | \$1 50         | Cost.                | 1  |
| -                    | 03                     | -             | \$1 90      | 80                               | -              | -                 | -            | -              | -                 | 30                     | 50                         | 2 00           | \$25 00              | 2  |
| 1 00                 | 03                     | -             | 1 75        | 80                               | -              | -                 | \$2 00       | -              | \$4 00            | 30                     | 50                         | 2 00           | 30 00                | 3  |
| -                    | 03                     | -             | 1 70        | 70                               | 1 20           | -                 | 2 00         | -              | -                 | -                      | 45                         | 1 50           | 25 00                | 4  |
| -                    | 02.5                   | 1 61          | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 5  |
| -                    | 03                     | -             | 1 75        | -                                | 260            | 2 50              | 2 00         | 3 00           | 4 00              | 25                     | -                          | 2 00           | 30 00                | 6  |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 7  |
| 65                   | -                      | -             | -           | 65                               | 1 00           | 2 50              | 1 75         | 3 50           | 4 75              | 25                     | -                          | 2 00           | -                    | 8  |
| -                    | 02                     | 1 90          | 2 10        | -                                | -              | -                 | -            | -              | -                 | 25                     | 50                         | 2 00           | -                    | 9  |
| 55                   | 03                     | 1 45          | -           | 80                               | -              | -                 | -            | -              | -                 | 25                     | -                          | 1 50           | 25 00                | 10 |
| 60                   | 02                     | 1 35          | -           | 250                              | -              | -                 | -            | -              | -                 | 17                     | -                          | 1 50           | -                    | 11 |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 12 |
| 85                   | 02                     | 1 55          | -           | 65                               | -              | -                 | Cost.        | Cost.          | -                 | 17                     | 40                         | 1 50           | Cost                 | 13 |
| -                    | 03                     | 1 70          | -           | { 80<br>540 }                    | -              | -                 | -            | -              | -                 | 30                     | -                          | 2 00           | 25 00                | 14 |
| 1 00                 | 02                     | 1 45          | -           | -                                | -              | -                 | -            | -              | -                 | 20                     | 45                         | 1 50           | -                    | 15 |
| 45                   | 02.75                  | 1 60          | -           | 680                              | 1 10           | 2 00              | -            | 3 45           | -                 | 25                     | 35                         | 1 50           | -                    | 16 |
| 60                   | 03                     | 1 95          | -           | -                                | -              | 2 75              | 1 75         | -              | -                 | 20                     | 45                         | 2 00           | -                    | 17 |
| -                    | -                      | -             | 1 74        | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 18 |
| -                    | 03                     | 2 75          | -           | -                                | -              | 1 75              | -            | -              | -                 | 30                     | -                          | 2 00           | -                    | 19 |
| 50                   | 03                     | -             | 1 50        | 65                               | -              | 1 50              | -            | -              | -                 | 20                     | 40                         | 1 50           | -                    | 20 |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 21 |
| 50                   | 03                     | 1 40          | -           | 75                               | -              | -                 | 1 50         | -              | -                 | 25                     | 30                         | 1 50           | 25 00                | 22 |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 23 |
| -                    | 03                     | -             | 1 85        | -                                | 1 00           | -                 | -            | 3 00           | -                 | 20                     | -                          | 1 50           | -                    | 24 |
| -                    | 03                     | -             | 1 80        | 70                               | -              | -                 | 1 70         | -              | -                 | 30                     | -                          | 2 00           | 25 00                | 25 |
| 50                   | 02                     | 1 37          | -           | 75                               | -              | -                 | -            | -              | -                 | 25                     | 50                         | 1 50           | -                    | 26 |
| 121 20               | 02.5                   | 1 55          | -           | -                                | 1 25           | -                 | -            | -              | -                 | 18                     | 37                         | 1 50           | 25 00                | 27 |
| 60                   | 03                     | -             | 1 95        | -                                | -              | -                 | -            | -              | -                 | 25                     | 45                         | 2 00           | -                    | 28 |
| 65                   | 03                     | -             | 2 05        | -                                | -              | -                 | -            | -              | -                 | 25                     | -                          | 2 00           | -                    | 29 |
| -                    | 03                     | -             | 1 85        | -                                | -              | -                 | -            | 3 00           | 135 00            | 25                     | 40                         | 1 50           | -                    | 30 |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 31 |

<sup>9</sup> Twenty-inch clay.<sup>10</sup> Lump sum, \$5,340.<sup>11</sup> Lump sum, \$6,000.<sup>12</sup> Screened.<sup>13</sup> Thirty-inch iron.<sup>14</sup> Lump sum, \$700.

## SHOWING CONTRACT PRICES ON

|    | CITY OR TOWN                  | Contract Number. | Contractor.               | EXCAVATION.             |                      |                     | MASONRY (PER CUBIC YARD). |                        |         |
|----|-------------------------------|------------------|---------------------------|-------------------------|----------------------|---------------------|---------------------------|------------------------|---------|
|    |                               |                  |                           | All Kinds (Cubic Yard). | Borrow (Cubic Yard). | Ledge (Cubic Yard). | Rubble Laid Dry.          | Rubble Laid in Cement. | Cement. |
| 1  | Richmond, . .                 | 545              | Town, . . . .             | \$0 40                  | \$0 40               | \$1 75              | \$5 00                    | -                      | \$10 00 |
| 2  | Salem, . . .                  | 553              | A. J. Wellington, . .     | 40                      | -                    | -                   | -                         | -                      | 15 00   |
| 3  | Seekonk, . .                  | 573              | Town, . . . .             | 40                      | 35                   | 1 75                | 5 00                      | -                      | 10 00   |
| 4  | Somerset, . .                 | 611              | Town, . . . .             | 40                      | 40                   | 1 75                | 5 00                      | \$8 00                 | 10 00   |
| 5  | Stoneham, . .                 | 536              | Edward Adams, . .         | 50                      | 60                   | 2 00                | 5 00                      | -                      | 10 00   |
| 6  | Sudbury, . .                  | 532              | Nicholas White, . .       | 30                      | 40                   | 1 00                | 4 00                      | -                      | 8 00    |
| 7  | Sutton, . . .                 | 556              | Town, . . . .             | 40                      | 45                   | 1 75                | 5 00                      | -                      | 10 00   |
| 8  | Taunton, . .                  | 587              | Ferranti & Maguire, .     | 41                      | 51                   | -                   | 6 25                      | 9 10                   | 13 20   |
| 9  | Templeton, . .                | 581              | A. J. Wellington, . .     | 40                      | 50                   | 3 00                | 8 00                      | 10 00                  | 12 00   |
| 10 | Tewksbury, . .                | 598              | A. J. Wellington, . .     | 40                      | 40                   | 2 00                | 5 00                      | -                      | 12 00   |
| 11 | Townsend, . .                 | 548              | Richard A. Clink, . .     | 30                      | -                    | 1 00                | 4 00                      | -                      | 10 00   |
| 12 | Townsend, . .                 | 599              | William H. Doran, . .     | 40                      | -                    | 1 00                | 6 00                      | -                      | 14 00   |
| 13 | Truro, . . .                  | 557              | A. J. Wellington, . .     | -                       | 41 30                | -                   | -                         | -                      | -       |
| 14 | Uxbridge, . .                 | 565              | John S. Lane & Sons, .    | 35                      | 40                   | 2 00                | 5 00                      | -                      | 10 00   |
| 15 | Wareham, . .                  | 574              | Town, . . . .             | 25                      | -                    | 1 75                | 6 00                      | -                      | 12 00   |
| 16 | Warren, . . .                 | 567              | John S. Lane & Sons, .    | 40                      | 45                   | 2 00                | 4 00                      | 10 00                  | 12 00   |
| 17 | Wenham, . . .                 | 571              | Town, . . . .             | 40                      | 40                   | 1 75                | 5 00                      | -                      | 10 00   |
| 18 | West Bridgewater, .           | 528              | Ferranti, Milano & Co., . | 41                      | -                    | 1 00                | 4 00                      | -                      | 10 00   |
| 19 | West Bridgewater, .           | 572              | A. J. Wellington, . .     | 40                      | 50                   | 3 00                | 6 00                      | -                      | 12 00   |
| 20 | West Brookfield, .            | 549              | John O'Gara, . . .        | 35                      | 50                   | 1 75                | 4 00                      | 6 50                   | 11 00   |
| 21 | Westfield, . .                | 564              | Town, . . . .             | 35                      | 40                   | 1 75                | 5 00                      | 96 00                  | -       |
| 22 | Whately, . . .                | 582              | A. J. Wellington, . .     | 30                      | 40                   | 1 00                | 6 00                      | -                      | 12 00   |
| 23 | Wilbraham, . .                | 524              | Amos D. Bridge, . .       | 35                      | 40                   | -                   | 6 00                      | -                      | 12 00   |
| 24 | Wilbraham, . .                | 610              | Amos D. Bridge, . .       | 35                      | 45                   | 1 00                | 6 00                      | -                      | 12 00   |
| 25 | Williamsburg, . .             | 531              | Amos D. Bridge, . .       | 40                      | -                    | -                   | 5 00                      | 8 00                   | 12 00   |
| 26 | Williamsburg, <sup>12</sup> . | 550              | American Bridge Co., .    | -                       | -                    | -                   | -                         | -                      | -       |
| 27 | Woburn, . . .                 | 583              | John A. Gaffey, . . .     | 38                      | -                    | 1 50                | 4 00                      | -                      | 8 00    |
| 28 | Wrentham, . .                 | 558              | Town, . . . .             | 40                      | 40                   | 1 75                | 5 00                      | -                      | 9 00    |

<sup>1</sup> Screened.<sup>2</sup> Eight-inch clay.<sup>3</sup> Fifteen-inch clay.<sup>4</sup> Clay hardening.<sup>5</sup> Relaying fifteen-inch clay pipe.<sup>6</sup> Ten-inch clay.

STATE ROADS DURING 1901—*Concluded.*

| Gravel (Cubic Yard). | Shaping (Square Yard). | BROKEN STONE. |             | PIPE CULVERTS (PER LINEAL FOOT). |                |                   |              |                |                   | Fencing (Lineal Foot). | Side Drains (Lineal Foot). | Bounds (Each). | Catch-basins (Each). |    |
|----------------------|------------------------|---------------|-------------|----------------------------------|----------------|-------------------|--------------|----------------|-------------------|------------------------|----------------------------|----------------|----------------------|----|
|                      |                        | Local (Ton).  | Trap (Ton). | CLAY.                            |                |                   | IRON.        |                |                   |                        |                            |                |                      |    |
|                      |                        |               |             | Twelve-inch.                     | Eighteen-inch. | Twenty-four-inch. | Twelve-inch. | Eighteen-inch. | Twenty-four-inch. |                        |                            |                |                      |    |
| 0 65                 | -                      | -             | -           | -                                | \$1 25         | -                 | -            | -              | -                 | \$0 17                 | \$0 40                     | \$1 50         | -                    | 1  |
| 180                  | -                      | -             | -           | \$0 80                           | -              | -                 | -            | -              | -                 | 30                     | -                          | 2 00           | -                    | 2  |
| 50                   | -                      | -             | -           | 65                               | -              | -                 | -            | -              | -                 | 17                     | 35                         | 1 50           | -                    | 3  |
| 65                   | -                      | -             | -           | 65                               | 240            | -                 | -            | -              | -                 | 17                     | 40                         | 1 50           | Cost.                | 4  |
| \$0 02               | \$1 50                 | -             | -           | 65                               | -              | -                 | -            | -              | -                 | 25                     | 35                         | 2 00           | -                    | 5  |
| 75                   | 03                     | 1 40          | -           | -                                | -              | -                 | -            | -              | -                 | 21                     | -                          | 2 00           | -                    | 6  |
| 46                   | 02.5                   | 1 50          | -           | 60                               | 1 13           | -                 | \$1 45       | \$2 65         | -                 | 17                     | 45                         | 1 75           | -                    | 7  |
| 1 00                 | 02                     | 1 20          | -           | 65                               | -              | -                 | Cost.        | -              | -                 | 26                     | -                          | 2 50           | -                    | 8  |
| 59                   | 02.5                   | 1 97          | -           | -                                | -              | -                 | -            | -              | -                 | 30                     | 40                         | 2 00           | \$20 00              | 9  |
| 1 00                 | 03                     | -             | \$1 80      | 70                               | -              | \$2 50            | 1 80         | -              | \$4 00            | 30                     | 40                         | 2 00           | 30 00                | 10 |
| 60                   | 03                     | -             | 1 65        | 70                               | 260            | 380               | -            | -              | -                 | 25                     | -                          | 1 50           | -                    | 11 |
| 74                   | -                      | -             | -           | 75                               | -              | -                 | -            | -              | -                 | 30                     | -                          | 1 50           | -                    | 12 |
| 90                   | -                      | -             | -           | 90                               | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 13 |
| -                    | -                      | 2 80          | -           | -                                | -              | -                 | -            | -              | -                 | 25                     | -                          | 1 50           | -                    | 14 |
| -                    | 03                     | -             | 2 00        | -                                | -              | -                 | -            | -              | -                 | 17                     | 45                         | 1 50           | Cost.                | 15 |
| 75                   | 02                     | 1 55          | -           | 70                               | -              | -                 | -            | -              | -                 | 20                     | -                          | 1 50           | 25 00                | 16 |
| -                    | 03                     | -             | 1 95        | 520                              | 1 25           | -                 | 1 75         | -              | 4 00              | 17                     | 40                         | 1 50           | 25 00                | 17 |
| 65                   | 02                     | -             | 1 85        | 650                              | -              | 390               | 71 10        | 32 25          | -                 | 24                     | -                          | 3 00           | 25 00                | 18 |
| -                    | 03.5                   | 1 45          | -           | 70                               | -              | 1 90              | -            | -              | -                 | 30                     | 50                         | 2 00           | -                    | 19 |
| 50                   | 03                     | 1 50          | -           | 240                              | 1 20           | 31 00             | -            | -              | -                 | 18                     | 37                         | 2 00           | -                    | 20 |
| 60                   | 03                     | 1 55          | 1 80        | -                                | 1 50           | -                 | 1 50         | 3 00           | 4 00              | 17                     | 40                         | 1 50           | -                    | 21 |
| 50                   | 02                     | 1 35          | -           | -                                | -              | -                 | -            | -              | 101 75            | 30                     | -                          | 2 00           | -                    | 22 |
| -                    | 03                     | -             | 1 80        | -                                | -              | 2 50              | -            | -              | 4 00              | -                      | -                          | 1 50           | -                    | 23 |
| -                    | 03                     | -             | 2 25        | 1 00                             | -              | -                 | 2 00         | -              | -                 | 25                     | -                          | 1 50           | -                    | 24 |
| -                    | 03                     | -             | 1 85        | 75                               | -              | -                 | 2 00         | -              | -                 | 25                     | 50                         | 1 75           | 111 00               | 25 |
| -                    | -                      | -             | -           | -                                | -              | 2 50              | -            | -              | -                 | -                      | -                          | -              | -                    | 26 |
| -                    | -                      | -             | -           | -                                | -              | -                 | -            | -              | -                 | -                      | -                          | -              | -                    | 27 |
| 45                   | 02                     | 1 48          | -           | 65                               | -              | 390               | 32 50        | -              | -                 | 20                     | 35                         | 1 40           | 20 00                | 28 |
| 60                   | 02                     | 1 60          | -           | 60                               | -              | -                 | -            | -              | -                 | 17                     | 35                         | 1 40           | Cost.                | 29 |

<sup>7</sup> Ten-inch iron.<sup>9</sup> Concrete masonry.<sup>11</sup> Rip-rap.<sup>8</sup> Sixteen-inch iron.<sup>10</sup> Fourteen-inch iron.<sup>12</sup> Lump sum, \$1,150.

## APPENDIX D.

## STATEMENT OF CLAIMS AGAINST THE COMMISSION.

[AS REQUIRED BY CHAPTER 18, SECTION 5, OF THE REVISED LAWS.]

| NAME.                                | Residence.    | Nature of Claim.  | Amount.              | Remarks.                |
|--------------------------------------|---------------|---|----------------------|-------------------------|
| Bennett, J. C., . . . . .            | Lynn, . .     | Damages caused by taking of land in Lynn, . . . . .                   | -                    | Settled in part.        |
| Bigelow, O. J., . . . . .            | Athol, . .    | Damages caused by taking of land in Athol, . . . . .                  | -                    | Award pending.          |
| Crowell, T. H., . . . . .            | Somerville, . | Damages caused by construction of State road in Chatham, . . . . .    | -                    | Suit entered.           |
| Dane, G. E. F., estate of, . . . . . | Hamilton, .   | Damages caused by taking of land in Hamilton, . . . . .               | -                    | Suit entered.           |
| Gookin, J. S., . . . . .             | Revere, .     | Damages caused by construction of State road in Revere, . . . . .     | \$10 77 <sup>1</sup> | Award not yet accepted. |
| Gould, C. E., . . . . .              | Leicester, .  | Damages caused by construction of State road in Leicester, . . . . .  | 800 00               | Suit entered.           |
| Haviland, J. B., . . . . .           | Ludlow, .     | Bill for services in making surveys, . . . . .                        | 948 74               | Suit entered.           |
| Hayes, M., . . . . .                 | Salem, . .    | Damages caused by taking of land in Salem, . . . . .                  | -                    | Award pending.          |
| Massacomet Yarn Mills, . . . . .     | Colrain, .    | Damages caused by construction of State road in Colrain, . . . . .    | -                    | Suit entered.           |
| Moseley, S. E., . . . . .            | Revere, .     | Damages caused by construction of State road in Revere, . . . . .     | 33 65 <sup>1</sup>   | Award not yet accepted. |
| Parker, C. H., . . . . .             | Revere, .     | Damages caused by construction of State road in Revere, . . . . .     | 4 16 <sup>1</sup>    | Award not yet accepted. |
| Wilkins, M. A., . . . . .            | Swampscott, . | Damages caused by construction of State road in Swampscott, . . . . . | 5 00 <sup>1</sup>    | Award not yet accepted. |

<sup>1</sup> Amount awarded by commission.

APPENDIX E.

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## THE DISTRIBUTION OF STATE ROADS IN THE COMMONWEALTH.

For the information of the many interested in this question, the following is reprinted from the report of 1897 :—

The selection of roadways which shall be rebuilt as State roads at the expense of the Commonwealth is naturally the most difficult problem with which the commission has to deal. The nature of that problem will be more readily understood after an examination of the map of the State, which forms a part of this report, on which is laid down, in addition to county and town boundaries, the roadways which the commission has been petitioned to take, and those which it has up to this date actually accepted as State roads, nearly all of the latter having been actually constructed.

Under the provisions of the law the commissioners are not permitted to control the expenditure of the appropriation entirely by their own judgment. They are restricted to two provisions, the wisdom of which they do not at all criticise, but which should always be kept in mind in considering the results of their labors. The first of these is that "all constructions of State roads shall be fairly apportioned among the different counties," and in this they have been guided in the main by the relative miles of roadway existing in the several counties. The second is the restriction growing out of the use of the petition. It was obviously the intention of the Legislature to limit the initiative of the Highway Commission in planning for the location of State ways. As is well known, the commission cannot of its own motion accept or reject any route; it has to await the petitions of the municipalities or the county commissioners. The only manner in which it can effect any satisfactory grouping of these petitions, so that continuous routes may come from the constructive work, is by rejecting the petitions which may come to it, or by counselling with the authorities having the right to petition in advance of their formal requests.

In order to keep the State roads from having a total lack of ultimate purpose in their relations to each other in the distribution of the

Commonwealth, the commission has been compelled gradually, though not formally, to come to a state of mind as regards the selection of roads which are to be taken. In part, this rather undetermined project is indicated by the distribution of the routes which have been accepted, as is shown on the accompanying map.\* In part, though less distinctly, it is indicated by the direction of the petitions, the greater part of which have been submitted after more or less conference with the commission.

It appears to your commission that the time has now come when some statement, still necessarily tentative, shall be made which will set forth in a general way the views of the commission as to the policy to be followed by the Commonwealth in the construction of State roads. This statement is submitted in no sense as a hard-and-fast plan, but in order to set forth the direction in which the work of the commission is inevitably drifting; and we should hope that this statement may provoke criticism, and, if need be, modification of the action.

It seems, in the first place, clear that the most important of the many needs which are to be met by the construction of State roads is that which relates to the connection of centres of business in the Commonwealth with each other, in so far as the business relations demand this connection. Thus, where two towns have a large exchange of relations, the way lying through other towns which profit little by the traffic, there is good reason why the State should take charge of the main connecting way.

Closely related to this is the case of a considerable number of smaller, less populous towns, surrounding a large city or centre of dense population, with which they have intimate business relations. It furnishes the market for their products, and the profit to the producer as well as the cost to the consumers is largely determined by the cost of local transportation. Even where facilities for transportation by rail exist, there is still much use of the public highway whenever it is in reasonably good condition. It is in evidence before the commission that many articles of produce, especially perishable and delicate fruits, are preferably sent many miles to the city markets in farm wagons, where shipping by rail would be both quicker and cheaper, on account of the better condition in which they may be delivered.

In making its selection among numerous petitions, the commission has endeavored to keep in mind the great advantages arising from easy connections between large centres of population and the sur-

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\* See end of report.

rounding agricultural areas; for in so doing the demands of both urban and suburban populations are recognized, and their mutual interests promoted.

Another class of cases arises, in which one or more towns lie remote from the rail or water ways, losing opportunities of advancement on account of this hindrance. These conditions are in some cases so grave that the average cost during the year of transporting a ton of freight from a village otherwise well placed for manufacturing to the business centres of the Commonwealth is greater than would be incurred in transporting the same burden from the central portion of the Mississippi valley to the city of Boston. In these cases, also, the commission feel impelled to better the traffic conditions by improving the way.

In yet other but not numerous cases, portions of the State adjacent to this Commonwealth have their natural business centres in some of our cities or towns, but the people thus residing beyond the bounds of the Commonwealth are deterred from seeking access to its markets by the difficulties of the way. In such instances it seems desirable that good roads should be provided to the bounds of the Commonwealth.

The conditions above mentioned may be regarded as of a local character. There remains yet another of such interests of a general nature to be provided for. These will be met by so grouping the State roads that they will in the end afford continuous routes through the Commonwealth, which may serve the interests of pleasure travel or the occasional distant carriage which would be done by ordinary wagons where the roads were good. These extended ways, including in general those which relate to driving for a distance of more than fifteen miles, are of greater importance to the interests of the Commonwealth than might at first sight appear. A considerable part of the present and much of the prospective value of real estate in the Commonwealth, as well as the traffic which takes place therein, is due to the incoming of people from the central and western parts of the country, who seek summer residences and family homes in the very attractive rural districts of the State. People who thus resort to the Commonwealth for recreation desire opportunities for driving such as would be afforded by a well regulated system of State ways, which would be laid out and beautified with some reference to the natural and historic interests of the country. It is hardly necessary to say that the use of the bicycle for pleasure travel would also be thus accommodated.

Although the commissioners do not propose to build roads which relate only or even mainly to pleasure travel, they feel that the ser-

vice which can be done by a system which relates to such travel is so great and of such economic importance to the Commonwealth that it should always be kept in mind.

An examination of the map referred to above will reveal in some degree the groupings of highways up to this time, as indicated by petitions and by acceptance. A few rather long, continuous lines of State highway are apparently demanded at the present time, and their construction ought to be kept in view in the acceptance of petitions; but the commission must not allow itself to be too much influenced by an adjustment of petitions, which often stand only for local interest and activity. While there is often good reason for accepting one highway on account of local conditions, although it may not form a part of any general scheme, and another because it does fit into such a scheme, although of less local value than another which may be near by, there is often equally good reason for postponing action on a third because it is relatively of less *immediate* importance than either of the others.

The commissioners are of the opinion that nearly every mile of road thus far petitioned for should some time be built as a State highway; but it is clear that, as only a comparatively small number of miles can be completed annually, some selection must be made.

In choosing which shall be undertaken first, the commissioners must be governed by considerations of the broadest character, many of which will not be evident to those who necessarily think most of local interests. The order of presentation of petitions can have no influence, nor should it be inferred that, because a petition is not granted this year, it may not be next, or the year after. Outside of the limitations put upon them by the statute, the commissioners are bound to exercise their best judgment in all cases; and, while they are likely to be far from infallible, and welcome fair criticism, all who are unselfishly interested in the extension of this important system of State highway construction are likely to accept the judgment as the result of a comprehensive knowledge of the whole situation, growing out of the necessary consideration of the scheme as a whole.

## APPENDIX F.

LAWS RELATING TO THE WORK OF THE  
COMMISSION.

[REVISED LAWS, CHAPTER 47.]

## OF STATE HIGHWAYS.

SECTION 1. There shall be a Massachusetts highway commission consisting of three persons, one of whom shall be annually appointed by the governor, with the advice and consent of the council, for a term of three years. The chairman shall be designated by the governor and shall receive an annual salary of thirty-five hundred dollars. Each of the other members shall receive an annual salary of twenty-five hundred dollars. Each member of the commission shall be allowed his travelling expenses, and shall devote his time to the business of the commission. The commission may expend annually for a secretary, clerk hire, engineers and for incidental expenses such amount as the general court may appropriate. It shall be provided with an office in the state house or some other suitable place in the city of Boston, in which the records of its office, maps, plans and statistics collected and compiled under its direction shall be kept.

Massachusetts  
highway com-  
mission.  
1893, 476, §§ 1, 3.  
1898, 528.  
1900, 474, § 1.

SECTION 2. It shall compile statistics relative to the public ways of counties, cities and towns, and make such investigations relative thereto as it shall consider expedient. It may be consulted by, and shall, without charge, advise officers of counties, cities or towns having the care of and authority over public ways, as to their construction, maintenance, alteration or repair; but such advice shall not impair the legal duties and obligations of any county, city or town. It shall prepare maps of the commonwealth on which shall be shown county, city and town boundaries, the public ways and the state highways, with

Duties, etc.  
1893, 476, § 2.

their names if practicable. It shall collect and collate information relative to the geological formation of the commonwealth so far as it relates to the materials suitable for road building, the location of which it shall, so far as practicable, designate on said maps, which shall be open to the inspection of officers of counties, cities and towns having the care of and authority over public ways. It shall give public notice of and hold at least one public meeting annually in each county for the open discussion of questions relative to public ways.

Annual report,  
etc.  
1893, 476, §§ 3, 5.

SECTION 3. It shall make an annual report to the general court of its doings and the expenditures of its office, with such statements relative to the construction and maintenance of public ways, such recommendations as to the general policy of the commonwealth relative thereto as it considers appropriate, and an estimate of the amount necessary to carry out the provisions of this chapter for the year beginning with the first day of March following. The report shall be transmitted to the secretary of the commonwealth on or before the first Wednesday in January.

Officers to fur-  
nish commis-  
sioners with  
information.  
1893, 476, § 4.

SECTION 4. County commissioners and city and town officers who have the care of and authority over public ways and bridges shall, on request, furnish the commission with any information required by it concerning such ways and bridges.

Petition for  
state highway.  
1893, 476, § 6.  
1894, 497, § 1.  
1898, 476.  
173 Mass. 403.  
[1 Op. A. G.  
537.]

SECTION 5. If the county commissioners of a county, the mayor and aldermen of a city or the selectmen of a town adjudge that the public necessity and convenience require that the commonwealth take charge of a new or an existing way as a highway, in whole or in part, in their county, city or town, they may apply by a petition in writing to the commission, requesting that said way be taken charge of by the commonwealth.

Location of  
state highway.  
1893, 476, § 6.  
1894, 497, § 2.  
1896, 345, § 3.  
1897, 355, § 1.  
[1 Op. A. G.  
284.]

SECTION 6. If said commission determines that public necessity and convenience require that such way should be laid out or be taken charge of by the commonwealth, it shall file a certified copy of a plan thereof, a copy of the petition therefor and a certificate that they have laid out and taken charge of said highway in accordance with said plan, in the office of the county commissioners for

the county in which the way is situated, and shall file a copy of the plan and location of the portion lying in each city or town in the office of the clerk of said city or town, and thereafter it shall be a state highway, and shall be constructed and kept in good repair and condition by the commission, at the expense of the commonwealth.

SECTION 7. Said commission may, with the concurrence of the mayor and aldermen of a city or the selectmen of a town, alter the location of a state highway in such city or town by filing a plan thereof and a certificate that said commission has laid out and taken charge of said state highway, as altered in accordance with said plan, in the office of the county commissioners for the county in which said highway is situated, and by filing a copy of the plan or location as altered in the office of the clerk of such city or town.

Alteration of  
location.  
1900, 475, § 1.

SECTION 8. Said commission may, with the concurrence of the mayor and aldermen of a city or the selectmen of a town, abandon any land or part thereof, or rights in land which have been taken or acquired by it in such city or town by executing, acknowledging and recording a deed thereof accompanied by a plan of survey which shall be recorded therewith. Said abandonment shall revest the title to the land or rights abandoned in the persons, their heirs and assigns, in whom it was vested at the time of the taking, and may be pleaded in reduction of damages in any suit therefor on account of such taking.

Abandonment  
of location.  
1900, 475, § 2.

SECTION 9. The damages sustained by any person whose property has been taken for or has been injured by the construction or alteration of such highway shall be determined by said commission and shall be paid by the commonwealth. A person who is aggrieved by such determination may, upon a petition filed in the superior court for the county in which the land lies within one year after the completion of said highway or alteration thereof, have said damages determined by a jury in the same manner as damages which have been sustained by the taking of land for other highways. The mayor of a city, if so authorized by a vote of the board of aldermen, or the selectmen of a town, if so authorized by a vote of the town, may stipulate in writing in behalf of the city or

Damages.  
1894, 497, § 3.  
1900, 475, § 1.  
1901, 345.  
172 Mass. 223.

town to indemnify and save harmless the commonwealth against all claims and demands for damages which may be sustained by any person whose property has been taken for, or has been injured by the construction of, any highway which the Massachusetts highway commission proposes to lay out and construct as a state highway, and thereupon such town or city shall be liable ultimately for the amount of any verdict against the commonwealth for such damages, and for costs, the amount thereof to be recoverable by the commonwealth in an action of contract.

Construction of  
state highways  
by cities and  
towns.

1893, 476, §§ 9,  
10.

1894, 497, § 4.

1897, 355, § 2.

1900, 404.

[1 Op. A. G.  
370, 397.]

SECTION 10. Said commission shall, when about to construct a highway, give to each city and town in which it lies a certified copy of the plans and specifications therefor and a notice that said commission is ready for its construction; and said city or town may, without advertisement, contract with said commission for the construction of so much of such highway as lies within its limits, in accordance with the plans and specifications and under its supervision and subject to its approval, at a price agreed upon between said commission and said city or town. If, within ten days, said city or town does not elect so to contract, said commission shall advertise in two or more newspapers published in each county in which the highway lies, and in three or more daily newspapers published in Boston, for sealed proposals for the construction of such highway, stating the time and place for opening said proposals, and reserving the right to reject any and all proposals. Said commission may reject any and all proposals or, if a proposal is satisfactory, it shall, with the approval of the governor and council, make a contract in writing on behalf of the commonwealth for such construction. After they have been accepted or rejected they shall be kept by the commission, and shall be open to public inspection. The commission may, in the same manner and under the same conditions, contract with a city or town or, if a city or town shall not elect so to contract, with a person for the grading of a state highway or for furnishing materials or any other element in its construction. The construction of all state highways shall

be under the supervision and subject to the approval of the commission and in accordance with plans and specifications furnished by it, shall be fairly apportioned by the commission among the different counties, and not more than ten miles of state highway shall be constructed, on petition as aforesaid, in any one county in any one year, without the previous written approval of the governor and council.

SECTION 11. Said commission shall keep all state highways reasonably clear of brush, shall cause suitable shade trees to be planted thereon if practicable, and may establish and maintain watering troughs upon said highways. No opening shall be made in any such highway nor shall any structure be placed thereon, nor shall any structure which has been placed thereon be changed or renewed, except in accordance with a permit from the commission, which shall exercise complete and permanent control over such highways.

Maintenance of  
state highways.  
1894, 497, §§ 2, 7.  
1897, 355, § 1.

SECTION 12. One-fourth of any money which may be expended under the provisions of the seven preceding sections for a highway in any county, with interest thereon at the rate of three per cent per annum, shall be repaid by said county to the commonwealth in such instalments and at such times within six years thereafter as said commission, with the approval of the auditor of accounts, having regard to the financial condition of the county, shall determine. The treasurer and receiver general shall apply the money so repaid to the appropriation to be expended by said commission.

Reimbursement  
of common-  
wealth.  
1894, 497, § 5.

SECTION 13. The commonwealth shall be liable for injuries sustained by persons while travelling on state highways, in the manner and subject to the limitations, conditions and restrictions provided in sections eighteen, twenty and twenty-one of chapter fifty-one, except that notice of the injury shall be given to a member of the commission or to its secretary. The commonwealth shall not be liable for an injury which may be sustained upon the sidewalk of a state highway or during the construction of such highway. The amount which may be recovered for any such injury shall not exceed one-fifth of one per

Commonwealth  
primarily liable  
for defective  
highways.  
1893, 476, § 13.  
1894, 497, § 6.  
1896, 345, § 1.  
1900, 253, §§ 1, 2.  
[1 Op. A. G.  
284.]

cent of the state valuation last preceding the commencement of the action of the city or town in which the injury was received, nor shall it exceed four thousand dollars.

State highway  
to be kept clear  
of snow and ice.  
1893, 476, § 14.  
1894, 497, § 6.  
1896, 345, § 2.  
1900, 253, § 2.

SECTION 14. A city or town in which a state highway lies shall at its own expense keep such highway sufficiently clear of snow and ice to be reasonably safe for travel. It shall have police jurisdiction over all state highways within its limits, and shall forthwith give notice in writing to the commission or its employees of any defect or want of repair in such highways; but it may make temporary necessary repairs of a state highway without the approval of the commission.

Maintenance  
and repair of  
state highways.  
1893, 476, § 10.

SECTION 15. Said commission shall contract with the city or town in which such state highway lies or with a private person for the maintenance or repair thereof in accordance with the regulations of said commission, and subject to their supervision and approval. Such contracts may be made without previous advertisement.

Expense of re-  
pairs, payment,  
and reimburse-  
ment of.  
1900, 432, § 1.

SECTION 16. Said commission shall annually, in January, certify to the treasurer and receiver general the amount of the expenditures for repair of state highways in each city and town during the preceding year. The amount of such expenditures, not exceeding fifty dollars a mile, shall be made a part of the state tax for such cities and towns respectively, and be credited to the appropriation for state highways to be used again by the commission. If a city or town elects to make such repairs upon terms and prices agreed upon by it and said commission and under the direction of said commission, the commission shall repay to it, from the annual appropriation for state highways, the amount expended therefor in excess of fifty dollars a mile.

Repair of ways  
in towns having  
no state high-  
way.  
1900, 432, § 2.  
1901, 433.

SECTION 17. The commission shall expend in such towns, the valuation of which does not exceed one million dollars and in which no state highway has been built, and in such amounts, as it determines, five per cent of the amount appropriated each year for the construction and repair of state highways, in constructing and repairing ways in such towns. It may also expend a further amount of not more than five per cent of said appropriation in towns the valuation of which exceeds one million

dollars in such amounts as it determines, if such towns appropriate, to be expended under the provisions of this and the preceding section, an amount, in addition to the average annual appropriations for repairs of highways in such town for the preceding five years, equal to the amount allotted by said commission. Such allotments and expenditures shall be made only upon the petition of the selectmen of the towns, and a way constructed or repaired under the provisions of this section shall not thereby become a state highway. No town shall so receive in any one year more than forty per cent of its average annual appropriations for highway purposes for the preceding five years.

SECTION 18. Said commission shall construct and maintain such portion of a state highway as lies between the lines of the sidewalks nearest to the centre of the way. The sidewalks of said way may be constructed and maintained in accordance with the provisions of sections forty-two and forty-three of chapter forty-nine.

Construction of  
state highways.  
1896, 345, § 1.

SECTION 19. Steam road rollers and other road machinery owned by the commonwealth shall be managed and maintained under the direction of said commission, which may engage competent engineers and mechanics to operate and keep said machines in repair, may purchase all needed materials and supplies, and may incur such other expenses as may be necessary to operate, maintain and transport said machines. Upon the application of the selectmen or road commissioners of a town of not more than twelve thousand inhabitants, said commission may furnish such road machinery for use in building or repairing ways in that town. The expenses incurred under the provisions of this section shall be paid by the towns using said machines, as apportioned and directed by said commission.

Road machines  
to be provided.  
1895, 486  
1896, 513, § 1.  
1897, 355, § 3.  
1901, 416.  
[1 Op. A. G.  
358.]

SECTION 20. No length of possession, or occupancy of land within the limits of a state highway, by an owner or occupant of adjoining land shall give him any title thereto, and any fences, buildings or other obstructions encroaching upon a state highway shall, upon written notice by said commission, be forthwith removed by the owner or occupant of adjoining land, and if not so re-

Rights of ad-  
joining owner  
or occupant, etc.  
1893, 476, § 12.

moved, said commission may cause the same to be removed upon said adjoining land.

Laying pipes,  
planting trees,  
etc., regulated.  
1893, 476, § 14.  
[1 Op. A. G.  
317.]

SECTION 21. No state highway shall be dug up for laying or placing pipes, sewers, poles, wires or railways or for other purposes, and no tree shall be planted or removed or obstruction placed thereon, without the written permit of the highway commission, and then only in accordance with the regulations of said commission; and the work shall be done under the supervision and to the satisfaction of said commission, and the entire expense of replacing the highway in as good condition as before shall be paid by the persons to whom the permit was given or by whom the work was done; but a city or town may dig up such state highway without such approval of the highway commission in case of immediate necessity; but in such cases it shall be forthwith replaced in as good condition as before at the expense of the city or town. Said commission shall give suitable names to the state highways, and may change the name of any way which becomes a part of a state highway. They shall erect suitable guide posts at convenient points along state highways.

Names to be  
given to state  
highways;  
guide posts to  
be erected, etc.

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[REVISED LAWS, CHAPTER 6.]

Security against  
mechanics' liens  
on public build-  
ings.  
1878, 209.  
P. S. 16, § 64.  
174 Mass. 335.

SECTION 77. Officers or agents who contract in behalf of the commonwealth for the construction or repair of public buildings or other public works shall obtain sufficient security, by bond or otherwise, for payment by the contractor and sub-contractors for labor performed or furnished and for materials used in such construction or repair; but in order to obtain the benefit of such security, the claimant shall file with such officers or agents, a sworn statement of his claim, within sixty days after the completion of the work.

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[REVISED LAWS, CHAPTER 112.]

Location of  
roads proposed  
to be placed

SECTION 38. If the selectmen of a town and the president of a street railway company make application to the

Massachusetts highway commission, and with the application submit satisfactory plans, profiles and cross-sections of a way which the selectmen, or the county commissioners of the county in which the town lies, have in writing requested the commonwealth to take charge of, said commission shall indicate on such plans and profiles a location and grade for the tracks of said street railway company. If said commission considers said way suitable for a state highway, and said commission and the president of said street railway company agree as to the proportionate part of the cost of constructing it which shall be paid by the commonwealth and by the street railway company, then said commission may pay, out of the appropriations for the construction and repair of state highways, said proportionate part of the damages sustained by a person whose property is injured by the construction of such state highway, and of the cost of grading said road to the lines established by the Massachusetts highway commission. A way which is graded under the provisions of this section shall remain a town way or a highway, subject to all laws relative thereto, until said way is taken charge of as a state highway by the commonwealth.

under control  
of highway  
commission.  
1901, 414.

SECTION 61. If a public way in which a street railway location has been granted shall be thereafter laid out, taken charge of or constructed by or under the authority of the state highway commission, said commission shall thereafter, relative to the location and maintenance of street railways upon such state highway, have the same authority and exercise it in the same manner and subject to the same provisions as is conferred by the provisions of sections seven, eleven, thirty, thirty-one, thirty-two and forty-four upon boards of aldermen and selectmen, but subject to the same rights of abutters and of the street railway company, as is provided in section seven with respect to the relocation and maintenance of street railways in other public ways which are not under the charge of said commission.

Supervision by  
state highway  
commission.  
1898, 578, § 24.

APPROPRIATIONS FOR THE CONSTRUCTION AND REPAIR OF STATE  
HIGHWAYS.

|                               |   |   |   |   |   |   |   |                       |
|-------------------------------|---|---|---|---|---|---|---|-----------------------|
| 1894, chapter 497, section 8, | . | . | . | . | . | . | . | \$300,000 00          |
| 1895, chapter 347, section 3, | . | . | . | . | . | . | . | 400,000 00            |
| 1896, chapter 481, section 3, | . | . | . | . | . | . | . | 600,000 00            |
| 1897, chapter 340, section 1, | . | . | . | . | . | . | . | 800,000 00            |
| 1898, chapter 539, section 1, | . | . | . | . | . | . | . | 400,000 00            |
| 1899, chapter 396, section 1, | . | . | . | . | . | . | . | 500,000 00            |
| 1900, chapter 442, section 1, | . | . | . | . | . | . | . | 500,000 00            |
| 1901, chapter 269, section 1, | . | . | . | . | . | . | . | 500,000 00            |
| Total, . . . . .              | . | . | . | . | . | . | . | <u>\$1,000,000 00</u> |

APPROPRIATIONS FOR THE SALARIES AND EXPENSES OF THE COMMISSION,  
PAID FROM THE TREASURY OF THE COMMONWEALTH.

|  |   |   |   |   |   |   |   |                          |
|--|---|---|---|---|---|---|---|--------------------------|
| 1898, <sup>1</sup> chapter 579, section 1, | . | . | . | . | . | . | . | <sup>2</sup> \$14,300 00 |
| 1899, chapter 367, section 1,              | . | . | . | . | . | . | . | 28,500 00                |
| 1900, chapter 141, section 1,              | . | . | . | . | . | . | . | 28,500 00                |
| 1901, chapter 451, section 1,              | . | . | . | . | . | . | . | 33,750 00                |

<sup>1</sup> Previous to 1898 the salaries and expenses of the commission were paid out of the State highway loan fund.

<sup>2</sup> This appropriation bill was approved June 23, 1898, and the amount named was for the remainder of the year.

## APPENDIX G.

COST PER MILE OF ROAD (SECTIONS LAID OUT AND  
CONSTRUCTED DURING 1901)..

| TOWN OR CITY.                        | Square<br>Yards. | Miles. | Cost per<br>Mile. |
|--------------------------------------|------------------|--------|-------------------|
| Abington, . . . . .                  | 4,101            | .48    | \$10,316 15       |
| Acton (west), . . . . .              | 6,333            | .72    | 11,497 86         |
| Acton (great road), . . . . .        | 4,666            | .64    | 8,050 96          |
| Acushnet, . . . . .                  | 15,567           | 1.77   | 1,575 31          |
| Amesbury, . . . . .                  | 4,962            | .56    | 10,423 36         |
| Attleborough, <sup>1</sup> . . . . . | 10,580           | 1.20   | 3,475 50          |
| Barnstable, . . . . .                | 7,000            | 1.00   | 2,142 68          |
| Belchertown, . . . . .               | 5,846            | .66    | 7,153 50          |
| Brewster (1), . . . . .              | 21,000           | 2.50   | 1,212 05          |
| Brewster (2), . . . . .              | 24,650           | 2.80   | 1,499 92          |
| Chatham, . . . . .                   | 6,000            | .68    | 2,788 97          |
| Chelmsford, . . . . .                | 4,588            | .51    | 8,675 43          |
| Chester, . . . . .                   | 4,295            | .49    | 11,444 82         |
| Concord, . . . . .                   | 4,643            | .53    | 7,868 00          |
| Dartmouth, <sup>2</sup> . . . . .    | 5,300            | .46    | 12,446 58         |
| Deerfield, . . . . .                 | 3,883            | .44    | 10,605 02         |
| Dennis, . . . . .                    | 2,951            | .31    | 7,059 35          |
| Edgartown, . . . . .                 | 3,210            | .36    | 5,730 86          |
| Gardner, . . . . .                   | 5,583            | .60    | 8,720 42          |
| Hardwick, . . . . .                  | 3,900            | .43    | 9,987 42          |
| Lunenburg, . . . . .                 | 3,528            | .40    | 11,815 67         |
| Marion, . . . . .                    | 3,069            | .35    | 5,694 34          |
| Merrimac, . . . . .                  | 5,667            | .64    | 8,046 72          |
| Methuen, . . . . .                   | 4,165            | .52    | 8,817 48          |
| Natick-Wellesley, . . . . .          | 21,250           | 2.32   | 5,480 53          |
| Newbury, . . . . .                   | 6,166            | .70    | 6,327 44          |
| Newton, . . . . .                    | 9,082            | 1.03   | 6,363 95          |
| North Adams, . . . . .               | 4,220            | .46    | 10,559 13         |
| North Reading, . . . . .             | 6,625            | .75    | 7,037 80          |
| Orange-Erving, . . . . .             | 10,895           | 1.23   | 8,394 19          |
| Palmer, <sup>3</sup> . . . . .       | 4,221            | .43    | 11,179 84         |
| Palmer-Monson, . . . . .             | 4,740            | .60    | 10,354 62         |
| Princeton, . . . . .                 | 4,416            | .50    | 9,980 84          |
| Provincetown, . . . . .              | 1,917            | .22    | 3,619 64          |
| Richmond, <sup>1</sup> . . . . .     | 3,608            | .41    | 6,438 46          |
| Salem, <sup>1</sup> . . . . .        | 1,167            | .13    | 9,470 85          |

<sup>1</sup> Gravel road.    <sup>2</sup> Macadam, 18 feet in width.    <sup>3</sup> Includes cost of repairing two bridges.

COST PER MILE OF ROAD, ETC. — *Concluded.*

| TOWN OR CITY.                           | Square<br>Yards. | Miles. | Cost per<br>Mile. |
|---|------------------|--------|-------------------|
| Seekonk, <sup>1</sup> . . . . .         | 4,567            | .52    | \$3,349 44        |
| Stoneham, . . . . .                     | 3,417            | .39    | 7,403 18          |
| Sudbury, . . . . .                      | 13,095           | 1.48   | 5,231 65          |
| Sutton, . . . . .                       | 4,467            | .51    | 9,793 41          |
| Swampscott, <sup>2</sup> . . . . .      | 5,003            | .46    | 12,436 69         |
| Uxbridge, . . . . .                     | 3,970            | .50    | 9,390 80          |
| Warren, <sup>3</sup> . . . . .          | 4,200            | .47    | 11,890 91         |
| Wenham, . . . . .                       | 4,500            | .51    | 8,387 19          |
| West Bridgewater (1), . . . . .         | 3,750            | .99    | 4,845 22          |
| West Bridgewater (2), . . . . .         | 8,562            | .97    | 4,068 10          |
| West Brookfield, <sup>3</sup> . . . . . | 6,083            | .69    | 14,274 91         |
| Westfield, . . . . .                    | 7,250            | .82    | 6,131 34          |
| Wilbraham, . . . . .                    | 1,935            | .22    | 7,395 45          |
| Wrentham, . . . . .                     | 6,667            | .76    | 5,985 53          |
| Total, . . . . .                        | 326,210          | 37.12  | -                 |
| Average cost per mile, . . . . .        |                  |        | \$6,311 37        |

<sup>1</sup> Gravel road.<sup>2</sup> Macadam, 20 feet and 18 feet in width.<sup>3</sup> Includes cost of constructing new bridge and abutments.

## APPENDIX H.

## MAINTENANCE.

*Table showing the Amounts expended for Repairs and Maintenance and the Cost per Mile per Year on Each Road finished previous to 1902; also the Number of Miles of Road under Maintenance and the Amounts to be assessed upon Municipalities for Maintenance under Chapter 432 of the Acts of 1900.*

| TOWN OR CITY.       | Expended to 1901. | Expended in 1901. | Total.   | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|---------------------|-------------------|-------------------|----------|-------------------------------|----------------------------|-----------------------------------|---|
| Abington, . . .     | -                 | \$3 27            | \$3 27   | \$11 28                       | \$4 67                     | 1.18                              | \$3 27                                    |
| Acton, . . .        | \$23 95           | 53 60             | 77 55    | 20 35                         | 12 92                      | 4.15                              | 53 60                                     |
| Acushnet, . . .     | 591 70            | 180 37            | 772 07   | 321 70                        | 300 61                     | .60                               | 30 00                                     |
| Adams, . . .        | 227 67            | 152 45            | 380 12   | 190 06                        | 267 45                     | .57                               | 28 50                                     |
| Amesbury, . . .     | 54 11             | 137 61            | 191 72   | 248 99                        | 269 82                     | .51                               | 25 50                                     |
| Andover, . . .      | 568 86            | 188 47            | 757 33   | 72 20                         | 61 39                      | 3.07                              | 153 50                                    |
| Ashby, . . .        | 1,835 51          | 72 96             | 1,908 47 | 119 73                        | 20 44                      | 3.57                              | 72 96                                     |
| Ashfield, . . .     | 403 34            | 303 02            | 706 36   | 142 70                        | 188 21                     | 1.61                              | 80 50                                     |
| Athol, . . .        | 4,254 80          | 38 01             | 4,292 81 | 533 27                        | 23 61                      | 1.61                              | 38 01                                     |
| Attleborough, . . . | -                 | 4 69              | 4 69     | 5 10                          | 4 69                       | 1.00                              | 4 69                                      |
| Auburn, . . .       | 793 23            | 424 34            | 1,217 57 | 102 92                        | 138 22                     | 3.07                              | 163 50                                    |
| Barnstable, . . .   | 302 86            | 198 10            | 500 96   | 100 39                        | 110 67                     | 1.79                              | 89 50                                     |
| Barre, . . .        | 56 71             | 28 00             | 84 71    | 20 61                         | 17 18                      | 1.63                              | 28 00                                     |
| Bedford, . . .      | 34 25             | 25 29             | 59 54    | 30 69                         | 46 83                      | .54                               | 25 29                                     |
| Belchertown, . . .  | -                 | 3 11              | 3 11     | 14 14                         | 4 64                       | .67                               | 3 11                                      |
| Beverly, . . .      | 732 65            | 146 03            | 878 68   | 96 24                         | 72 65                      | 2.01                              | 100 50                                    |
| Blackstone, . . .   | 87 06             | 15 39             | 102 45   | 66 10                         | 13 15                      | 1.17                              | 15 39                                     |
| Bourne, . . .       | 203 50            | 137 04            | 340 54   | 79 75                         | 96 51                      | 1.42                              | 71 00                                     |
| Boxborough, . . .   | 124 83            | 36 62             | 161 45   | 38 62                         | 26 92                      | 1.36                              | 36 62                                     |
| Braintree, . . .    | -                 | 2 14              | 2 14     | 9 30                          | 4 65                       | .46                               | 2 14                                      |
| Brewster, . . .     | 1,059 30          | 215 18            | 1,274 48 | 95 11                         | 27 62                      | 7.79                              | 215 18                                    |

*Table showing the Amounts expended for Repairs, etc. — Continued.*

| TOWN OR CITY.           | Expended to 1901. | Expended in 1901. | Total.   | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|-------------------------|-------------------|-------------------|----------|-------------------------------|----------------------------|-----------------------------------|---|
| Brimfield, . . .        | \$325 21          | \$127 30          | \$452 51 | \$74 80                       | \$54 40                    | 2.34                              | \$117 00                                  |
| Brockton, . . .         | 261 58            | 92 53             | 354 11   | 64 38                         | 36 72                      | 2.52                              | 92 53                                     |
| Brookfield, . . .       | 205 12            | 165 16            | 370 28   | 112 55                        | 118 82                     | 1.39                              | 69 50                                     |
| Buckland, . . .         | 597 11            | 358 24            | 955 35   | 75 52                         | 102 35                     | 3.50                              | 175 00                                    |
| Charlemont, . . .       | 354 66            | 180 21            | 534 87   | 221 94                        | 234 04                     | .77                               | 38 50                                     |
| Chatham, . . .          | 135 05            | 54 25             | 189 30   | 132 38                        | 41 10                      | 1.32                              | 54 25                                     |
| Chelmsford, . . .       | 211 17            | 67 97             | 279 14   | 108 19                        | 47 20                      | 1.44                              | 67 97                                     |
| Cheshire, . . .         | 4 70              | 151 53            | 156 23   | 82 66                         | 106 71                     | 1.42                              | 71 00                                     |
| Chester, . . .          | 128 79            | 216 42            | 345 21   | 328 77                        | 327 91                     | .66                               | 33 00                                     |
| Chicopee, . . .         | 845 66            | 497 79            | 1,343 45 | 430 59                        | 535 26                     | .93                               | 46 50                                     |
| Cohasset, . . .         | 109 88            | 33 50             | 143 38   | 44 39                         | 19 36                      | 1.73                              | 33 50                                     |
| Colrain, . . .          | 158 51            | 150 93            | 309 44   | 122 79                        | 139 75                     | 1.08                              | 54 00                                     |
| Concord, . . .          | 196 75            | 57 13             | 253 88   | 48 36                         | 28 71                      | 1.99                              | 57 13                                     |
| Cottage City, . . .     | 2,691 25          | 465 70            | 3,156 95 | 237 36                        | 196 49                     | 2.37                              | 118 50                                    |
| Dalton, . . .           | 2,061 54          | 608 11            | 2,669 65 | 342 26                        | 389 81                     | 1.56                              | 78 00                                     |
| Dartmouth, . . .        | 213 10            | 73 03             | 286 13   | 75 70                         | 27 25                      | 2.68                              | 73 03                                     |
| Deerfield, . . .        | 1,063 71          | 103 27            | 1,166 98 | 141 11                        | 52 42                      | 1.97                              | 98 50                                     |
| Dennis, . . .           | 1,345 24          | 387 80            | 1,733 04 | 93 73                         | 69 62                      | 5.57                              | 278 50                                    |
| Duxbury, . . .          | 498 49            | 128 40            | 626 89   | 68 96                         | 62 63                      | 2.05                              | 102 50                                    |
| Easthampton, . . .      | 474 58            | 42 54             | 517 12   | 66 73                         | 17 87                      | 2.38                              | 42 54                                     |
| Easton, . . .           | -                 | 10 62             | 10 62    | 13 79                         | 13 28                      | .80                               | 10 62                                     |
| Edgartown, . . .        | 126 85            | 62 92             | 189 77   | 87 45                         | 41 39                      | 1.52                              | 62 92                                     |
| Erving, . . .           | 62 67             | 143 97            | 206 64   | 64 98                         | 70 57                      | 2.04                              | 102 00                                    |
| Fairhaven, . . .        | 252 50            | 176 35            | 428 85   | 47 92                         | 121 62                     | 1.45                              | 72 50                                     |
| Fitchburg, . . .        | 451 83            | 81 60             | 533 43   | 62 83                         | 37 77                      | 2.16                              | 81 60                                     |
| Gardner, . . .          | 570 18            | 189 96            | 760 14   | 93 38                         | 56 70                      | 3.35                              | 167 50                                    |
| Gloucester, . . .       | 826 60            | 294 84            | 1,121 44 | 99 68                         | 118 89                     | 2.48                              | 124 00                                    |
| Goshen, . . .           | 1,539 16          | 53 81             | 1,592 97 | 143 38                        | 28 17                      | 1.91                              | 53 81                                     |
| Grafton, . . .          | 148 89            | 236 05            | 384 94   | 95 76                         | 152 29                     | 1.55                              | 77 50                                     |
| Granby, . . .           | 603 84            | 55 06             | 658 90   | 167 23                        | 87 40                      | .63                               | 31 50                                     |
| Great Barrington, . . . | 2,731 73          | 671 03            | 3,402 76 | 254 70                        | 240 51                     | 2.79                              | 139 50                                    |
| Greenfield, . . .       | 2 92              | 78 66             | 81 58    | 60 43                         | 79 45                      | .99                               | 49 50                                     |
| Hadley, . . .           | 2,145 86          | 317 67            | 2,463 53 | 219 57                        | 116 36                     | 2.73                              | 136 50                                    |
| Hamilton, . . .         | 3 28              | 88 19             | 91 47    | 46 67                         | 61 24                      | 1.44                              | 72 00                                     |

*Table showing the Amounts expended for Repairs, etc. — Continued.*

| TOWN OR CITY.      | Expended to 1901. | Expended in 1901. | Total.     | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|--------------------|-------------------|-------------------|------------|-------------------------------|----------------------------|-----------------------------------|---|
| Hancock, . . .     | \$2,426 16        | \$596 76          | \$3,022 92 | \$267 75                      | \$184 75                   | 3.23                              | \$161 40                                  |
| Hardwick, . . .    | 102 92            | 36 72             | 139 64     | 94 35                         | 44 78                      | .82                               | 36 72                                     |
| Harvard, . . .     | -                 | 3 28              | 3 28       | 14 26                         | 4 68                       | .70                               | 3 28                                      |
| Harwich, . . .     | 126 35            | 101 64            | 227 99     | 73 31                         | 40 17                      | 2.53                              | 101 64                                    |
| Haverhill, . . .   | 2 00              | 16 53             | 18 53      | 4 64                          | 7 95                       | 2.08                              | 16 53                                     |
| Hingham, . . .     | 656 81            | 117 51            | 774 32     | 55 67                         | 44 17                      | 2.66                              | 117 51                                    |
| Holbrook, . . .    | 297 01            | 35 98             | 332 99     | 58 63                         | 32 42                      | 1.11                              | 35 98                                     |
| Holden, . . .      | 769 30            | 261 37            | 1,030 67   | 61 42                         | 69 51                      | 3.76                              | 138 00                                    |
| Huntington, . .    | 1,153 74          | 412 32            | 1,566 06   | 322 90                        | 408 23                     | 1.01                              | 50 50                                     |
| Lawrence, . . .    | 86 89             | 1,184 14          | 1,271 03   | 1,086 35                      | 4,385 70                   | .27                               | 13 50                                     |
| Lee, . . .         | 1,268 95          | 405 36            | 1,674 31   | 142 49                        | 125 11                     | 3.24                              | 162 00                                    |
| Leicester, . . .   | 8,860 51          | 379 16            | 9,239 67   | 505 18                        | 78 18                      | 4.85                              | 242 50                                    |
| Lenox, . . .       | 163 29            | 682 73            | 846 02     | 571 64                        | 299 44                     | 2.28                              | 114 00                                    |
| Lexington, . . .   | 524 13            | 125 93            | 650 06     | 42 74                         | 29 36                      | 4.29                              | 125 93                                    |
| Lincoln, . . .     | 389 40            | 72 84             | 462 24     | 46 36                         | 35 19                      | 2.07                              | 72 84                                     |
| Lowell (north), .  | 225 37            | 25 12             | 250 49     | 236 16                        | 643 57                     | 2.31                              | 115 50                                    |
| Lowell (south), .  | 332 49            | 1,455 10          | 1,787 59   |                               |                            |                                   |   |
| Lunenburg, . . .   | 97 42             | 225 62            | 323 04     | 106 26                        | 122 62                     | 1.84                              | 92 00                                     |
| Marion, . . .      | 362 66            | 110 58            | 473 24     | 37 56                         | 34 45                      | 3.21                              | 110 58                                    |
| Marlborough, . .   | 175 39            | 126 51            | 301 90     | 65 77                         | 59 96                      | 2.11                              | 105 50                                    |
| Marshfield, . . .  | 277 00            | 120 98            | 397 98     | 51 96                         | 60 49                      | 2.00                              | 100 00                                    |
| Mattapoissett, . . | 307 66            | 119 30            | 426 96     | 53 37                         | 60 25                      | 1.98                              | 99 00                                     |
| Merrimac, . . .    | 107 54            | 166 34            | 273 88     | 89 50                         | 180 80                     | .92                               | 46 00                                     |
| Methuen, . . .     | 249 36            | 143 72            | 393 08     | 80 55                         | 86 58                      | 1.66                              | 83 00                                     |
| Middleborough, .   | 484 54            | 71 76             | 556 30     | 40 46                         | 26 00                      | 2.76                              | 71 76                                     |
| Milton, . . .      | 21 11             | 1,210 34          | 1,231 45   | 1,558 80                      | 1,391 19                   | .87                               | 43 50                                     |
| Monson, . . .      | 540 40            | 95 22             | 635 62     | 113 91                        | 102 38                     | .98                               | 46 50                                     |
| Montague, . . .    | 244 77            | 13 62             | 258 39     | 61 96                         | 8 36                       | 1.63                              | 13 62                                     |
| Nantucket, . . .   | 1,686 92          | 237 90            | 1,924 82   | 83 54                         | 46 02                      | 5.17                              | 237 90                                    |
| New Braintree, . . | 10 89             | 14 51             | 25 40      | 43 79                         | 85 35                      | .17                               | 8 50                                      |
| Newbury, . . .     | 2 60              | 45 56             | 48 16      | 46 76                         | 37 34                      | 1.22                              | 45 56                                     |
| Newburyport, . .   | 484 44            | 123 58            | 608 02     | 107 23                        | 70 62                      | 1.75                              | 87 50                                     |
| Norfolk, . . .     | 292 89            | 33 91             | 326 80     | 45 08                         | 23 38                      | 1.45                              | 33 91                                     |
| North Adams, . .   | 1,378 12          | 132 50            | 1,510 62   | 159 52                        | 49 07                      | 2.70                              | 132 50                                    |

*Table showing the Amounts expended for Repairs, etc. — Continued.*

| TOWN OR CITY.       | Expended to 1901. | Expended in 1901. | Total.   | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|---------------------|-------------------|-------------------|----------|-------------------------------|----------------------------|-----------------------------------|---|
| North Andover, .    | -                 | \$90 21           | \$90 21  | \$114 19                      | \$114 19                   | .79                               | \$39 50                                   |
| Northampton, . .    | \$479 03          | 42 96             | 521 99   | 79 57                         | 25 57                      | 1.68                              | 42 96                                     |
| North Attleborough, | 482 44            | 906 29            | 1,388 73 | 80 46                         | 251 75                     | 3.60                              | 180 00                                    |
| Northborough, . .   | 108 84            | 123 03            | 231 87   | 42 94                         | 55 91                      | 2.20                              | 110 00                                    |
| North Reading, .    | 67 51             | 4 72              | 72 23    | 23 37                         | 2 68                       | 1.76                              | 4 72                                      |
| Norwood, . . .      | 398 45            | 173 83            | 572 28   | 68 29                         | 84 79                      | 2.05                              | 102 50                                    |
| Orange, . . .       | 1,204 78          | 69 92             | 1,274 70 | 122 57                        | 23 23                      | 3.01                              | 69 92                                     |
| Orleans, . . .      | -                 | 32 59             | 32 59    | 39 74                         | 39 74                      | .82                               | 32 59                                     |
| Palmer, . . .       | 5 25              | 138 30            | 143 55   | 51 64                         | 55 10                      | 2.51                              | 125 50                                    |
| Paxton, . . .       | 1,530 62          | 237 87            | 1,768 49 | 104 27                        | 73 42                      | 3.24                              | 162 00                                    |
| Phillipston, . .    | 244 63            | 91 82             | 336 45   | 99 25                         | 77 16                      | 1.19                              | 59 50                                     |
| Pittsfield, . . .   | 1,822 51          | 560 12            | 2,382 63 | 211 60                        | 242 47                     | 2.36                              | 118 00                                    |
| Plymouth, . . .     | 1,997 66          | 546 05            | 2,543 71 | 140 92                        | 141 83                     | 3.85                              | 192 50                                    |
| Princeton, . . .    | 173 75            | 4 64              | 178 39   | 82 20                         | 4 64                       | 1.00                              | 4 64                                      |
| Provincetown, . .   | -                 | 1 01              | 1 01     | 12 62                         | 4 59                       | .22                               | 1 01                                      |
| Quincy, . . .       | 2 46              | 22 41             | 24 87    | 38 26                         | 45 73                      | .49                               | 22 41                                     |
| Reading, . . .      | 26 12             | 133 49            | 159 61   | 118 23                        | 124 75                     | 1.07                              | 53 50                                     |
| Rehoboth, . . .     | 464 43            | 39 77             | 504 20   | 62 32                         | 21 05                      | 1.89                              | 39 77                                     |
| Revere (east), . .  | 275 50            | 139 64            | 415 14   | 486 76                        | 713 35                     | 1.25                              | 62 50                                     |
| Revere (west), . .  | 229 82            | 752 05            | 981 87   |                               |                            |                                   |   |
| Richmond, . . .     | 212 12            | 494 56            | 706 68   | 188 45                        | 279 41                     | 1.77                              | 88 50                                     |
| Russell, . . .      | 2,955 27          | 938 83            | 3,894 10 | 146 56                        | 140 96                     | 6.66                              | 333 00                                    |
| Sandwich, . . .     | 848 30            | 117 46            | 965 76   | 146 11                        | 45 88                      | 2.56                              | 117 46                                    |
| Saugus, . . .       | 278 26            | 346 33            | 624 59   | 260 24                        | 216 46                     | 1.60                              | 80 00                                     |
| Scituate, . . .     | 458 30            | 179 44            | 637 74   | 104 20                        | 101 38                     | 1.77                              | 88 50                                     |
| Seekonk, . . .      | -                 | 2 65              | 2 65     | 9 14                          | 4 65                       | .57                               | 2 65                                      |
| Shelburne, . . .    | 911 67            | 52 65             | 964 32   | 84 81                         | 24 38                      | 2.16                              | 52 65                                     |
| Shrewsbury, . . .   | 554 67            | 368 45            | 923 12   | 65 84                         | 94 47                      | 3.90                              | 195 00                                    |
| Somerset, . . .     | 416 86            | 146 97            | 563 83   | 46 03                         | 40 94                      | 3.59                              | 146 97                                    |
| South Hadley, . .   | 1,166 38          | 297 66            | 1,464 04 | 201 38                        | 123 00                     | 2.42                              | 121 00                                    |
| Spencer, . . .      | -                 | 78 58             | 78 58    | 73 44                         | 49 42                      | 1.59                              | 78 58                                     |
| Sterling, . . .     | 221 95            | 161 05            | 383 00   | 95 75                         | 124 84                     | 1.29                              | 64 50                                     |
| Stoneham, . . .     | 284 97            | 38 70             | 323 67   | 129 98                        | 24 49                      | 1.58                              | 38 70                                     |
| Sturbridge, . . .   | 79 59             | 83 99             | 163 58   | 80 98                         | 142 35                     | .59                               | 29 50                                     |

*Table showing the Amounts expended for Repairs, etc. — Continued.*

| TOWN OR CITY.       | Expended to 1901. | Expended in 1901. | Total.   | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|---------------------|-------------------|-------------------|----------|-------------------------------|----------------------------|-----------------------------------|---|
| Sudbury, . . .      | \$107 87          | \$21 08           | \$128 95 | \$37 59                       | \$7 32                     | 2.88                              | \$21 08                                   |
| Sunderland, . .     | 20 53             | 88                | 21 41    | 35 10                         | 4 63                       | .19                               | 88  |
| Sutton, . . .       | 2 44              | 69 56             | 72 00    | 67 29                         | 69 56                      | 1.00                              | 50 00                                     |
| Swampscott, . .     | 411 42            | 61 14             | 472 56   | 139 81                        | 41 03                      | 1.49                              | 61 14                                     |
| Taunton, . . .      | 870 44            | 59 55             | 929 99   | 108 90                        | 27 96                      | 2.13                              | 59 55                                     |
| Templeton, . .      | 75 70             | 42 74             | 118 44   | 84 60                         | 67 84                      | .63                               | 31 50                                     |
| Tewksbury, . .      | 2 82              | 23 30             | 26 12    | 36 79                         | 40 88                      | .57                               | 23 30                                     |
| Tisbury, . . .      | 833 15            | 113 96            | 947 11   | 77 50                         | 59 05                      | 1.93                              | 96 50                                     |
| Townsend, . . .     | 271 11            | 131 96            | 403 07   | 55 37                         | 44 58                      | 2.96                              | 131 96                                    |
| Truro, . . .        | 307 74            | 220 56            | 528 30   | 82 67                         | 93 46                      | 2.36                              | 118 00                                    |
| Tyngsborough, .     | 923 04            | 95 51             | 1,018 55 | 78 17                         | 32 38                      | 2.95                              | 95 51                                     |
| Uxbridge, . . .     | 127 28            | 147 96            | 275 24   | 74 79                         | 83 12                      | 1.78                              | 89 00                                     |
| Walpole, . . .      | 871 12            | 275 29            | 1,146 41 | 67 71                         | 60 64                      | 4.54                              | 227 00                                    |
| Ware, . . .         | 207 32            | 80 73             | 288 05   | 85 98                         | 44 85                      | 1.80                              | 80 73                                     |
| Wareham, . . .      | 209 39            | 26 48             | 235 87   | 36 12                         | 16 35                      | 1.62                              | 26 48                                     |
| Warren, . . .       | 564 89            | 150 29            | 715 18   | 87 32                         | 61 09                      | 2.46                              | 123 00                                    |
| Watertown, . .      | 753 08            | 214 14            | 967 22   | 220 32                        | 251 93                     | .85                               | 42 50                                     |
| Wayland, . . .      | 58 21             | 196 02            | 254 23   | 66 90                         | 86 35                      | 2.27                              | 113 50                                    |
| Wenham, . . .       | 155 44            | 50 86             | 206 30   | 83 18                         | 45 41                      | 1.12                              | 50 86                                     |
| Westborough, . .    | 132 93            | 13 99             | 146 92   | 58 53                         | 19 98                      | .70                               | 13 99                                     |
| West Boylston, .    | 585 47            | 24 54             | 610 01   | 128 42                        | 15 84                      | 1.55                              | 24 54                                     |
| West Bridgewater, . | -                 | 4 64              | 4 64     | 12 54                         | 4 69                       | .99                               | 4 64                                      |
| West Brookfield, .  | 4 80              | 32 35             | 37 15    | 23 07                         | 33 35                      | .97                               | 32 35                                     |
| Westfield, . . .    | 2,069 36          | 355 23            | 2,424 59 | 144 66                        | 72 35                      | 4.91                              | 245 50                                    |
| Westminster, . .    | 870 89            | 81 69             | 952 58   | 76 95                         | 27 23                      | 3.00                              | 81 69                                     |
| West Newbury, .     | 1,629 37          | 198 08            | 1,827 45 | 176 90                        | 88 43                      | 2.24                              | 112 00                                    |
| Weston, . . .       | 182 86            | 126 63            | 309 49   | 49 12                         | 40 20                      | 3.15                              | 126 63                                    |
| Westport, . . .     | 1,732 05          | 826 48            | 2,558 53 | 126 91                        | 194 47                     | 4.25                              | 212 50                                    |
| West Springfield, . | 665 10            | 181 23            | 846 33   | 144 67                        | 157 59                     | 1.15                              | 57 50                                     |
| West Tisbury, . .   | 492 98            | 121 34            | 614 32   | 47 92                         | 42 73                      | 2.84                              | 121 34                                    |
| Westwood, . . .     | 73 14             | 75 28             | 148 42   | 106 00                        | 71 69                      | 1.05                              | 52 50                                     |
| Weymouth, . . .     | 648 67            | 123 99            | 772 66   | 90 69                         | 62 00                      | 2.00                              | 100 00                                    |
| Whately, . . .      | 3 87              | 12 04             | 15 91    | 15 30                         | 15 44                      | .78                               | 12 04                                     |
| Whitman, . . .      | 325 82            | 180 13            | 505 95   | 52 65                         | 106 58                     | 1.69                              | 84 50                                     |

*Table showing the Amounts expended for Repairs, etc. — Concluded.*

| TOWN OR CITY.       | Expended to 1901. | Expended in 1901. | Total.       | Total Cost per Mile per Year. | Expended per Mile in 1901. | Length under Maintenance (Miles). | Amount to be assessed on Cities or Towns. |
|---------------------|-------------------|-------------------|--------------|-------------------------------|----------------------------|-----------------------------------|---|
| Wilbraham, . .      | \$729 22          | \$34 06           | \$763 28     | \$81 72                       | \$15 92                    | 2.14                              | \$34 06                                   |
| Williamsburg, . .   | 364 11            | 80 48             | 444 59       | 87 86                         | 37 96                      | 2.12                              | 80 48                                     |
| Williamstown, . .   | 597 69            | 163 78            | 761 47       | 97 87                         | 85 30                      | 1.92                              | 96 00                                     |
| Winchester, . .     | 94 33             | 340 64            | 434 97       | 144 03                        | 174 69                     | 1.95                              | 97 50                                     |
| Windsor, . . .      | 17 91             | 1 33              | 19 24        | 21 62                         | 4 75                       | .28                               | 1 33                                      |
| Worcester, . .      | 845 41            | 150 03            | 995 44       | 117 11                        | 58 83                      | 2.55                              | 127 50                                    |
| Wrentham, . .       | 645 89            | 148 97            | 794 86       | 47 54                         | 27 38                      | 5.44                              | 148 97                                    |
| Yarmouth (north), . | 909 47            | 241 97            | 1,151 44     | 59 29                         | 65 22                      | 3.71                              | 185 50                                    |
| Yarmouth (south), . | 1,647 12          | 449 85            | 2,096 97     | 91 41                         | 88 55                      | 5.08                              | 254 00                                    |
| Totals, . .         | \$96,755 36       | \$31,061 47       | \$127,816 83 | -                             | -                          | -                                 | \$12,639 00                               |

## APPENDIX J.

STATEMENT SHOWING ALL PETITIONS RECEIVED,  
WITH LENGTHS OF WAY PETITIONED FOR AND  
LAY-OUTS MADE, TOGETHER WITH SUMMARY BY  
COUNTIES.*Barnstable County.*

| COUNTY, CITY OR<br>TOWN.    | No. | Petition re-<br>ceived. | LENGTH<br>PETITIONED<br>FOR. |        | LENGTH LAID OUT. |        |        |        |
|-----------------------------|-----|-------------------------|------------------------------|--------|------------------|--------|--------|--------|
|                             |     |                         |                              |        | 1894-1900.       |        | 1901.  |        |
|                             |     |                         | Feet.                        | Miles. | Feet.            | Miles. | Feet.  | Miles. |
| Barnstable, <sup>1,2</sup>  | 125 | July 31, 1895,          | 10,548                       | 2.00   | -                | -      | -      | -      |
| Barnstable, <sup>2,3</sup>  | 231 | Feb. 13, 1896,          | 7,700                        | 1.46   | 4,452            | .84    | 2,200  | .42    |
| Barnstable, <sup>1,4</sup>  | 418 | Apr. 23, 1898,          | 10,560                       | 2.00   | 5,000            | .95    | -      | -      |
| Barnstable, <sup>3</sup>    | 546 | Apr. 8, 1901,           | 5,280                        | 1.00   | -                | -      | 5,295  | 1.00   |
| Barnstable, <sup>5</sup>    | 557 | Oct. 24, 1901,          | 13,200                       | 2.50   | -                | -      | -      | -      |
| Barnstable, <sup>6</sup>    | 559 | Nov. 14, 1901,          | 9,200                        | 1.75   | -                | -      | -      | -      |
| Bourne, <sup>7</sup>        | 124 | Jan. 29, 1895,          | 16,125                       | 3.05   | -                | -      | -      | -      |
| Bourne, <sup>8</sup>        | 333 | May 1, 1897,            | 7,470                        | 1.42   | 7,470            | 1.42   | -      | -      |
| Bourne, <sup>9</sup>        | 445 | Dec. 19, 1899,          | 27,000                       | 5.11   | -                | -      | -      | -      |
| Brewster,                   | 118 | Jan. 15, 1895,          | 40,982                       | 7.76   | 13,117           | 2.49   | 27,992 | 5.30   |
| Chatbam, <sup>5</sup>       | 155 | Apr. 4, 1895,           | 10,639                       | 2.01   | 3,114            | .59    | 3,600  | .68    |
| Chatbam, <sup>3</sup>       | 510 | Jan. 3, 1901,           | 10,560                       | 2.00   | -                | -      | -      | -      |
| Dennis, <sup>1</sup>        | 102 | Nov. 27, 1894,          | 22,514                       | 4.27   | 22,511           | 4.27   | -      | -      |
| Dennis, <sup>3</sup>        | 126 | Feb. 6, 1895,           | 17,224                       | 3.26   | 5,282            | 1.00   | 1,617  | .31    |
| Eastham,                    | 209 | Aug. 5, 1895,           | 34,144                       | 6.47   | -                | -      | -      | -      |
| Falmouth,                   | 547 | Apr. 29, 1901,          | 93,720                       | 17.75  | -                | -      | -      | -      |
| Harwich, <sup>10</sup>      | 106 | Dec. 22, 1894,          | 26,150                       | 4.95   | 11,350           | 2.15   | 2,000  | .38    |
| Harwich, <sup>3</sup>       | 514 | Jan. 14, 1901,          | 14,520                       | 2.75   | -                | -      | -      | -      |
| Mashpee,                    | 515 | Jan. 14, 1901,          | 22,440                       | 4.25   | -                | -      | -      | -      |
| Orleans, <sup>1</sup>       | 182 | May 27, 1895,           | 10,440                       | 1.98   | 4,348            | .82    | 2,246  | .42    |
| Orleans, <sup>11</sup>      | 479 | Dec. 14, 1899,          | 13,725                       | 2.60   | -                | -      | -      | -      |
| Provincetown, <sup>12</sup> | 186 | June 4, 1895,           | 14,790                       | 2.80   | -                | -      | -      | -      |
| Provincetown, <sup>12</sup> | 504 | Nov. 9, 1900,           | 1,200                        | .23    | -                | -      | 1,150  | .22    |
| Sandwich, <sup>1,13</sup>   | 98  | Nov. 23, 1894,          | 9,000                        | 1.70   | 9,000            | 1.70   | -      | -      |
| Sandwich, <sup>1</sup>      | 430 | July 15, 1895,          | 6,382                        | 1.21   | 4,500            | .85    | -      | -      |
| Sandwich, <sup>1,14</sup>   | 516 | Jan. 17, 1901,          | 21,806                       | 4.13   | -                | -      | -      | -      |
| Truro, <sup>15</sup>        | 95  | Oct. 22, 1894,          | 12,478                       | 2.36   | 12,478           | 2.36   | -      | -      |
| Truro, <sup>16</sup>        | 388 | Dec. 1, 1897,           | 20,300                       | 3.84   | -                | -      | -      | -      |
| Wellfleet, <sup>17,18</sup> | 229 | Jan. 30, 1896,          | -                            | -      | -                | -      | -      | -      |
| Wellfleet, <sup>17</sup>    | 483 | Feb. 19, 1900,          | 35,640                       | 6.75   | -                | -      | -      | -      |
| Yarmouth, <sup>1</sup>      | 90  | Sept. 28, 1894,         | 19,634                       | 3.72   | 19,585           | 3.71   | -      | -      |
| Yarmouth, <sup>3</sup>      | 100 | Nov. 26, 1894,          | 26,900                       | 5.10   | 26,925           | 5.08   | -      | -      |
| Totals,                     |     |                         | 592,271                      | 112.17 | 149,032          | 28.23  | 46,100 | 8.73   |

Thirty-two petitions, in fifteen towns.

Average distance petitioned for, 18,508 feet (3.51 miles).

Forty-seven lay-outs, in eleven towns; all on town petitions.

Total length laid out, 195,132 feet (36.96 miles); average, 4,152 feet (.79 mile).

Percentage of length laid out to length petitioned for, 32.89.

<sup>1</sup> North county road.<sup>2</sup> From Yarmouth line.<sup>3</sup> South county road.<sup>4</sup> From Sandwich line.<sup>5</sup> Cotuit road, from Marston's Mills.<sup>6</sup> Falmouth road, from Marston's Mills.<sup>7</sup> Plymouth line to Sandwich line.<sup>8</sup> Bourne Village to Wareham line.<sup>9</sup> Bourne Village to Sandwich line.<sup>10</sup> South county road and road to Harwich Centre.<sup>11</sup> Chatham road.<sup>12</sup> Truro road.<sup>13</sup> From Barnstable line.<sup>14</sup> From Bourne line.<sup>15</sup> Wellfleet line to Kelly's Corner.<sup>16</sup> North Truro to Kelly's Corner.<sup>17</sup> County road.<sup>18</sup> Included in subsequent petition.

*Berkshire County.*

| COUNTY, CITY OR TOWN.                      | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|--|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|  |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|  |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Adams, <sup>1,2</sup> . . . .              | 48  | July 18, 1894,     | 9,020                  | 1.71   | -                | -      | -     | -      |
| Adams, <sup>3</sup> . . . .                | 279 | July 30, 1896,     | 5,280                  | 1.00   | 3,000            | .57    | -     | -      |
| Adams, <sup>4</sup> . . . .                | 376 | Oct. 16, 1897,     | 12,628                 | 2.39   | -                | -      | -     | -      |
| Becket, <sup>5,6</sup> . . . .             | 117 | Jan. 12, 1895,     | -                      | -      | -                | -      | -     | -      |
| Becket, <sup>5</sup> . . . .               | 440 | Dec. 16, 1898,     | 53,430                 | 10.12  | -                | -      | -     | -      |
| Becket, <sup>7</sup> . . . .               | 561 | Dec. 6, 1901,      | 34,320                 | 6.50   | -                | -      | -     | -      |
| Berkshire County, <sup>8</sup> . . . .     | 46  | July 18, 1894,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>9</sup> . . . .     | 47  | July 18, 1894,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>10</sup> . . . .    | 82  | Aug. 13, 1894,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>11</sup> . . . .    | 83  | Aug. 13, 1894,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>12</sup> . . . .    | 170 | May 10, 1895,      | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>11</sup> . . . .    | 187 | June 6, 1895,      | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>13</sup> . . . .    | 275 | July 25, 1896,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>14</sup> . . . .    | 276 | July 25, 1896,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>15</sup> . . . .    | 277 | July 25, 1896,     | -                      | -      | -                | 1.56   | -     | -      |
| Berkshire County, <sup>16</sup> . . . .    | 278 | July 25, 1896,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>12</sup> . . . .    | 293 | Sept. 21, 1896,    | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>12</sup> . . . .    | 330 | Mar. 9, 1897,      | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>17</sup> . . . .    | 415 | April 7, 1898,     | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>18</sup> . . . .    | 434 | Oct. 5, 1898,      | -                      | -      | -                | -      | -     | -      |
| Berkshire County, <sup>19</sup> . . . .    | 435 | Oct. 5, 1898,      | -                      | -      | -                | -      | -     | -      |
| Cheshire, <sup>2,20</sup> . . . .          | 46  | -                  | 3,280                  | .62    | -                | -      | -     | -      |
| Cheshire, <sup>6,21</sup> . . . .          | 331 | Mar. 11, 1897,     | -                      | -      | 7,500            | 1.42   | -     | -      |
| Cheshire, <sup>21</sup> . . . .            | 410 | Dec. 16, 1899,     | 34,300                 | 6.50   | -                | -      | 2,400 | .46    |
| Clarksburg, . . . .                        | 431 | July 26, 1898,     | 5,280                  | 1.00   | -                | -      | -     | -      |
| Dalton, <sup>22</sup> . . . .              | 26  | June 10, 1894,     | -                      | -      | -                | -      | -     | -      |
| Dalton, <sup>22</sup> . . . .              | 176 | May 14, 1895,      | 6,314                  | 1.20   | 5,459            | 1.03   | -     | -      |
| Dalton, <sup>22</sup> . . . .              | 238 | April 1, 1896,     | 5,190                  | .98    | 2,800            | .53    | -     | -      |
| Dalton, <sup>22</sup> . . . .              | 313 | Jan. 29, 1897,     | 3,200                  | .63    | -                | -      | -     | -      |
| Dalton, <sup>5</sup> . . . .               | 340 | May 18, 1897,      | 5,450                  | 1.04   | -                | -      | -     | -      |
| Florida, . . . .                           | 74  | Aug 1, 1894,       | 26,853                 | 5.09   | -                | -      | -     | -      |
| Great Barrington, <sup>20,23</sup> . . . . | 82  | -                  | 10,560                 | 2.00   | 10,560           | 2.00   | -     | -      |
| Great Barrington, <sup>23</sup> . . . .    | 267 | June 18, 1896,     | 10,284                 | 1.95   | 4,146            | .79    | -     | -      |
| Hancock, <sup>20,24</sup> . . . .          | 170 | -                  | 6,289                  | 1.19   | 6,200            | 1.18   | -     | -      |
| Hancock, <sup>20,24</sup> . . . .          | 293 | -                  | 9,938                  | 1.88   | 8,242            | 1.56   | -     | -      |
| Hancock, <sup>20,24</sup> . . . .          | 330 | -                  | 2,574                  | .49    | 2,574            | .49    | -     | -      |
| Hinsdale, <sup>22</sup> . . . .            | 156 | Apr. 6, 1895,      | 5,624                  | 1.07   | -                | -      | 2,100 | .40    |
| Hinsdale, <sup>5,6</sup> . . . .           | 523 | Feb. 12, 1901,     | -                      | -      | -                | -      | -     | -      |
| Hinsdale, <sup>5</sup> . . . .             | 560 | Nov. 21, 1901,     | 29,040                 | 5.50   | -                | -      | -     | -      |
| Lanesborough, <sup>20,25</sup> . . . .     | 278 | -                  | 5,280                  | 1.00   | -                | -      | -     | -      |

<sup>1</sup> Duplicate of county petition.<sup>2</sup> Cheshire-Savoy road.<sup>3</sup> Maple Grove road.<sup>4</sup> North Adams road.<sup>5</sup> Pittsfield-Springfield road.<sup>6</sup> Covered by subsequent petition.<sup>7</sup> To Becket Centre and North Becket.<sup>8</sup> See Adams.<sup>9</sup> See North Adams.<sup>10</sup> See Great Barrington.<sup>11</sup> See Lee.<sup>12</sup> See Hancock.<sup>13</sup> See Otis.<sup>14</sup> See Savoy.<sup>15</sup> See Cheshire.<sup>16</sup> See Lanesborough.<sup>17</sup> See West Stockbridge.<sup>18</sup> See Richmond.<sup>19</sup> See Tyringham.<sup>20</sup> On county petition.<sup>21</sup> Pittsfield-North Adams road.<sup>22</sup> Pittsfield-Northampton road.<sup>23</sup> Monterey road.<sup>24</sup> Lebanon Springs road.<sup>25</sup> Road to Williamstown.

*Berkshire County — Concluded.*

| COUNTY, CITY OR TOWN.       | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|-----------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                             |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                             |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Lanesborough, <sup>1</sup>  | 549 | June 7, 1901,      | 11,880                 | 2.25   | -                | -      | -      | -      |
| Lee, <sup>2,3</sup>         | 83  | -                  | 5,280                  | 1.00   | 5,188            | .98    | -      | -      |
| Lee, <sup>2,3</sup>         | 187 | -                  | 5,280                  | 1.00   | 5,292            | 1.00   | -      | -      |
| Lee, <sup>4</sup>           | 252 | May 25, 1896,      | 5,280                  | 1.00   | -                | -      | -      | -      |
| Lee, <sup>5</sup>           | 348 | June 14, 1897,     | 6,762                  | 1.28   | 6,645            | 1.26   | -      | -      |
| Lenox, <sup>6</sup>         | 178 | May 16, 1895,      | 5,280                  | 1.00   | -                | -      | 5,280  | 1.00   |
| Lenox, <sup>6</sup>         | 316 | Feb. 7, 1897,      | 6,770                  | 1.28   | 6,396            | 1.21   | 370    | .07    |
| Monterey,                   | 256 | June 5, 1896,      | 5,280                  | 1.00   | -                | -      | -      | -      |
| Mount Washington,           | 92  | Oct. 1, 1894,      | 8,300                  | 1.57   | -                | -      | -      | -      |
| North Adams, <sup>8,7</sup> | 47  | -                  | 9,028                  | 1.71   | 8,913            | 1.69   | -      | -      |
| North Adams, <sup>7</sup>   | 254 | May 27, 1896,      | 5,807                  | 1.10   | -                | -      | -      | -      |
| North Adams, <sup>1</sup>   | 393 | Dec. 22, 1897,     | 12,436                 | 2.36   | 2,870            | .55    | 2,465  | .46    |
| Otis,                       | 275 | -                  | 5,280                  | 1.00   | -                | -      | -      | -      |
| Pittsfield, <sup>8</sup>    | 78  | Aug. 7, 1894,      | 24,087                 | 4.56   | 8,145            | 1.54   | 1,953  | .37    |
| Pittsfield, <sup>9</sup>    | 259 | June 10, 1896,     | 6,000                  | 1.13   | 4,040            | .76    | -      | -      |
| Richmond, <sup>10</sup>     | 198 | June 4, 1895,      | 10,462                 | 1.98   | -                | -      | -      | -      |
| Richmond, <sup>11</sup>     | 248 | May 9, 1896,       | 5,300                  | 1.00   | 5,280            | 1.00   | -      | -      |
| Richmond, <sup>11,3</sup>   | 434 | -                  | 12,900                 | 2.44   | 1,911            | .36    | 1,260  | .24    |
| Sandisfield,                | 459 | Mar. 13, 1899,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Savoy,                      | 276 | -                  | 5,280                  | 1.00   | -                | -      | -      | -      |
| Stockbridge, <sup>12</sup>  | 136 | Feb. 26, 1895,     | 10,700                 | 2.02   | -                | -      | -      | -      |
| Stockbridge, <sup>13</sup>  | 507 | Dec. 2, 1900,      | -                      | -      | -                | -      | -      | -      |
| Tyringham,                  | 435 | -                  | 5,500                  | 1.04   | -                | -      | -      | -      |
| West Stockbridge,           | 166 | Sept. 30, 1895,    | 6,146                  | 1.16   | -                | -      | -      | -      |
| Williamstown, <sup>14</sup> | 145 | Mar. 10, 1895,     | 10,576                 | 2.00   | 10,147           | 1.92   | -      | -      |
| Williamstown, <sup>15</sup> | 462 | Apr. 17, 1899,     | 12,600                 | 2.38   | -                | -      | -      | -      |
| Windsor,                    | 36  | July 12, 1894,     | 42,787                 | 8.10   | 1,501            | .28    | -      | -      |
| Totals,                     | .   | .                  | 534,415                | 101.22 | 116,809          | 22.12  | 15,828 | 3.00   |

Fifty-four petitions (fifteen county, four city and thirty-five town), in two cities and twenty-three towns.

Average distance petitioned for, 9,896 feet (1.87 miles).

Forty-one lay-outs, in two cities and eleven towns.

Laid out on county petitions, 50,140 feet (9.50 miles).

Laid out on city petitions, 19,473 feet (3.69 miles).

Laid out on town petitions, 63,024 feet (11.93 miles).

Total length laid out, 132,637 feet (25.12 miles); average, 3,235 feet (.61 mile).

Percentage of length laid out to length petitioned for, 24.82.

<sup>1</sup> Pittsfield-North Adams road.

<sup>2</sup> Pittsfield-Springfield road.

<sup>3</sup> On county petition.

<sup>4</sup> South Lee road.

<sup>5</sup> Lenox road.

<sup>6</sup> Lee road.

<sup>7</sup> Road to Williamstown.

<sup>8</sup> Lebanon Springs road.

<sup>9</sup> Dalton road.

<sup>10</sup> Hancock road.

<sup>11</sup> East road to Pittsfield.

<sup>12</sup> Old Housatonic Turnpike.

<sup>13</sup> Duplicate of former petition.

<sup>14</sup> North Adams road.

<sup>15</sup> Water Street.

*Bristol County.*

| COUNTY, CITY OR TOWN.              | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                    |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                    |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Acushnet, <sup>1</sup> . . .       | 96  | Oct. 24, 1894,     | 35,500                 | 6.73   | 3,363            | .64    | 9,340  | 1.77   |
| Acushnet, <sup>2</sup> . . .       | 97  | Oct. 24, 1894,     | 6,326                  | 1.20   | -                | -      | -      | -      |
| Attleborough, <sup>3</sup> . . .   | 183 | May 29, 1895,      | 14,153                 | 2.68   | -                | -      | -      | -      |
| Attleborough, <sup>4</sup> . . .   | 184 | May 29, 1895,      | 5,122                  | .97    | -                | -      | -      | -      |
| Attleborough, <sup>3,5</sup> . . . | 268 | June 18, 1896,     | -                      | -      | 5,297            | 1.00   | 6,350  | 1.20   |
| Attleborough, <sup>3,5</sup> . . . | 508 | Dec. 6, 1900,      | -                      | -      | -                | -      | -      | -      |
| Berkley, . . .                     | 281 | Aug. 3, 1896,      | 22,650                 | 4.29   | -                | -      | -      | -      |
| Bristol County, <sup>6</sup> . . . | 53  | July 24, 1894,     | -                      | -      | -                | -      | -      | -      |
| Dartmouth, <sup>7</sup> . . .      | 22  | July 9, 1894,      | 24,000                 | 4.55   | 11,725           | 2.22   | 2,450  | .46    |
| Dighton, <sup>8</sup> . . .        | 150 | Mar. 26, 1895,     | 24,576                 | 4.65   | -                | -      | -      | -      |
| Dighton, <sup>9</sup> . . .        | 226 | Jan. 2, 1896,      | 8,261                  | 1.56   | -                | -      | -      | -      |
| Easton, <sup>10</sup> . . .        | 139 | Mar. 1, 1895,      | 39,000                 | 7.39   | -                | -      | -      | -      |
| Easton, <sup>11</sup> . . .        | 365 | Sept. 2, 1897,     | 4,300                  | .81    | 4,229            | .80    | -      | -      |
| Fairhaven, . . .                   | 31  | July 10, 1894,     | 20,134                 | 3.81   | 7,653            | 1.45   | -      | -      |
| Freetown, . . .                    | 314 | Feb. 3, 1897,      | 16,850                 | 3.20   | -                | -      | -      | -      |
| Mansfield, <sup>12</sup> . . .     | 341 | Apr. 8, 1897,      | 5,121                  | .97    | -                | -      | -      | -      |
| Mansfield, <sup>13</sup> . . .     | 527 | Feb. 25, 1901,     | 14,520                 | 2.75   | -                | -      | 3,500  | .72    |
| New Bedford, . . .                 | 191 | June 18, 1895,     | 2,950                  | .56    | -                | -      | -      | -      |
| North Attleborough, . . .          | 18  | July 5, 1894,      | 25,550                 | 4.83   | 18,992           | 3.60   | -      | -      |
| Raynham, <sup>10</sup> . . .       | 134 | Feb. 23, 1895,     | 23,000                 | 4.36   | -                | -      | -      | -      |
| Raynham, <sup>14</sup> . . .       | 511 | Jan. 5, 1901,      | 22,440                 | 4.25   | -                | -      | 3,228  | .61    |
| Rehoboth, <sup>9</sup> . . .       | 132 | Feb. 20, 1895,     | 29,187                 | 5.53   | 9,993            | 1.89   | -      | -      |
| Rehoboth, <sup>15</sup> . . .      | 476 | June 19, 1899,     | 9,240                  | 1.75   | -                | -      | -      | -      |
| Seekonk, <sup>9</sup> . . .        | 127 | Feb. 6, 1895,      | 14,591                 | 2.76   | 3,000            | .57    | 2,700  | .51    |
| Seekonk, <sup>16</sup> . . .       | 555 | Sept. 12, 1901,    | 10,560                 | 2.00   | -                | -      | -      | -      |
| Somerset, <sup>3</sup> . . .       | 147 | Mar. 30, 1895,     | 29,800                 | 5.64   | 18,981           | 3.59   | 2,158  | .41    |
| Somerset, <sup>17</sup> . . .      | 526 | Feb. 15, 1901,     | 1,172                  | .22    | -                | -      | 1,172  | .22    |
| Swansea, . . .                     | 235 | Mar. 10, 1896,     | 36,515                 | 6.92   | -                | -      | -      | -      |
| Taunton, <sup>18</sup> . . .       | 171 | May 11, 1895,      | 25,864                 | 4.89   | -                | -      | -      | -      |
| Taunton, <sup>9</sup> . . .        | 179 | May 16, 1895,      | 23,752                 | 4.50   | 14,400           | 2.73   | 1,084  | .21    |
| Taunton, <sup>10</sup> . . .       | 180 | May 19, 1895,      | 13,200                 | 2.50   | -                | -      | -      | -      |
| Westport, <sup>19</sup> . . .      | 53  | -                  | 24,100                 | 4.57   | 22,459           | 4.25   | -      | -      |
| Totals, . . .                      | .   | .                  | 532,434                | 100.84 | 120,092          | 22.74  | 32,282 | 6.11   |

Thirty-one petitions (one county, four city and twenty-six town), in two cities and sixteen towns.

Average distance petitioned for, 17,175 feet (3.25 miles).

Forty-five lay-outs, in one city and twelve towns.

Laid out on county petitions, 36,634 feet (6.94 miles).

Laid out on city petitions, 15,454 feet (2.93 miles).

Laid out on town petitions, 100,256 feet (18.99 miles).

Total length laid out, 152,374 feet (28.86 miles); average, 3,386 feet (.64 mile).

Percentage of length laid out to length petitioned for, 28.62.

<sup>1</sup> New Bedford-Boston road.

<sup>2</sup> Fairhaven road.

<sup>3</sup> Washington Street.

<sup>4</sup> North Avenue.

<sup>5</sup> Covered by previous petition.

<sup>6</sup> See Dartmouth and Westport.

<sup>7</sup> Duplicate of county petition.

<sup>8</sup> Taunton-Fall River road.

<sup>9</sup> Taunton-Providence Turnpike.

<sup>10</sup> Taunton-Boston road.

<sup>11</sup> Brockton-Mansfield road.

<sup>12</sup> South Main Street, from Norton line.

<sup>13</sup> Central, West and Main streets.

<sup>14</sup> Main Street.

<sup>15</sup> Town house road.

<sup>16</sup> Perrin's station road.

<sup>17</sup> Relocation.

<sup>18</sup> Somerset Avenue, Bow, Spring and Dean streets.

<sup>19</sup> On county petition.

*Dukes County.*

| COUNTY, CITY OR TOWN.              | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                                    |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                                    |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Chilmark, . . .                    | 12  | July 3, 1894,      | 38,345                 | 7.26   | -                | -      | -     | -      |
| Cottage City, <sup>1,2</sup> . . . | 7   | - -                | 13,117                 | 2.48   | 12,538           | 2.37   | -     | -      |
| Cottage City, <sup>1,3</sup> . . . | 335 | - -                | 2,150                  | .41    | -                | -      | -     | -      |
| Dukes County, <sup>4</sup> . . .   | 7   | July 2, 1894,      | -                      | -      | -                | -      | -     | -      |
| Dukes County, <sup>5</sup> . . .   | 335 | Mar. 27, 1897,     | -                      | -      | -                | -      | -     | -      |
| Edgartown, <sup>1</sup> . . .      | 7   | - -                | 13,100                 | 2.48   | 5,356            | 1.01   | 2,763 | .52    |
| Tisbury, <sup>6</sup> . . .        | 3   | June 28, 1894,     | 10,609                 | 2.01   | 10,194           | 1.93   | -     | -      |
| Tisbury, <sup>1,7</sup> . . .      | 335 | - -                | 4,769                  | .90    | -                | -      | -     | -      |
| West Tisbury, <sup>6</sup> . . .   | 4   | June 28, 1894,     | 31,333                 | 5.94   | 15,000           | 2.84   | -     | -      |
| West Tisbury, <sup>8</sup> . . .   | 244 | May 29, 1896,      | 6,300                  | 1.19   | -                | -      | -     | -      |
| Totals, . . .                      | .   | .                  | 119,723                | 22.67  | 43,088           | 8.16   | 2,763 | .52    |

Six petitions (two county and four town), in five towns.

Average distance petitioned for, 19,954 feet (3.78 miles).

Fifteen lay-outs, in four towns.

Laid out on county petitions, 20,657 feet (3.91 miles).

Laid out on town petitions, 25,194 feet (4.77 miles).

Total length laid out, 45,851 feet (8.68 miles); average, 3,057 feet (.58 mile).

Percentage of length laid out to length petitioned for, 38.29.

<sup>1</sup> On county petition.

<sup>2</sup> Edgartown road.

<sup>3</sup> Vineyard Haven road.

<sup>4</sup> See Cottage City and Edgartown.

<sup>5</sup> See Cottage City and Tisbury.

<sup>6</sup> Gay Head road.

<sup>7</sup> Cottage City road.

<sup>8</sup> Relocation.

*Essex County.*

| COUNTY, CITY OR TOWN.             | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|-----------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                                   |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                                   |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Amesbury, . . .                   | 203 | July 22, 1895,     | 27,997                 | 5.30   | 2,674            | .51    | 2,302 | .44    |
| Andover, <sup>1</sup> . . .       | 20  | July 6, 1894,      | 31,400                 | 5.95   | 16,186           | 3.06   | -     | -      |
| Andover, <sup>2,3</sup> . . .     | 436 | -                  | -                      | -      | -                | -      | -     | -      |
| Andover, <sup>4</sup> . . .       | 442 | Dec. 18, 1898,     | 25,080                 | 4.75   | -                | -      | -     | -      |
| Andover, <sup>3,5</sup> . . .     | 443 | Dec. 18, 1898,     | 21,750                 | 4.12   | -                | -      | -     | -      |
| Beverly, <sup>2</sup> . . .       | 64  | -                  | 13,900                 | 2.64   | 10,613           | 2.01   | -     | -      |
| Boxford, . . .                    | 395 | Dec. 23, 1897,     | 25,125                 | 4.76   | -                | -      | -     | -      |
| Danvers, <sup>6</sup> . . .       | 351 | June 29, 1897,     | 6,267                  | 1.19   | -                | -      | -     | -      |
| Danvers, <sup>7</sup> . . .       | 490 | Apr. 11, 1900,     | 27,450                 | 5.20   | -                | -      | -     | -      |
| Danvers, <sup>8</sup> . . .       | 534 | Mar. 28, 1901,     | 15,840                 | 3.00   | -                | -      | -     | -      |
| Danvers, <sup>9</sup> . . .       | 535 | Mar. 28, 1901,     | 15,840                 | 3.00   | -                | -      | -     | -      |
| Essex, . . .                      | 364 | Aug. 3, 1897,      | 22,412                 | 4.25   | -                | -      | -     | -      |
| Essex County, <sup>10</sup> . . . | 64  | July 30, 1894,     | -                      | -      | -                | -      | -     | -      |
| Essex County, <sup>11</sup> . . . | 436 | Oct. 26, 1898,     | -                      | -      | -                | -      | -     | -      |
| Georgetown, . . .                 | 390 | Dec. 16, 1897,     | 16,800                 | 3.18   | -                | -      | -     | -      |
| Gloucester, <sup>12</sup> . . .   | 28  | July 10, 1894,     | 9,650                  | 1.83   | 9,650            | 1.83   | -     | -      |
| Gloucester, <sup>18</sup> . . .   | 110 | Jan. 1, 1895,      | 54,120                 | 10.25  | -                | -      | -     | -      |
| Gloucester, <sup>12</sup> . . .   | 380 | Apr. 5, 1897,      | 8,550                  | 1.62   | 3,446            | .65    | -     | -      |
| Groveland, . . .                  | 211 | Aug. 8, 1895,      | 23,948                 | 4.53   | 2,968            | .56    | 1,129 | .21    |
| Hamilton, <sup>2</sup> . . .      | 64  | -                  | 18,100                 | 3.43   | 7,607            | 1.44   | -     | -      |
| Haverhill, <sup>14</sup> . . .    | 297 | Nov. 4, 1896,      | 13,888                 | 2.63   | 10,964           | 2.08   | -     | -      |
| Haverhill, <sup>15</sup> . . .    | 471 | June 1, 1899,      | 15,840                 | 3.00   | -                | -      | -     | -      |
| Ipswich, <sup>2,16</sup> . . .    | 64  | -                  | 12,330                 | 2.34   | -                | -      | -     | -      |
| Ipswich, <sup>17</sup> . . .      | 239 | Apr. 4, 1896,      | 11,900                 | 2.25   | -                | -      | -     | -      |
| Lawrence, <sup>18</sup> . . .     | 76  | Aug. 2, 1894,      | 2,640                  | .50    | -                | -      | -     | -      |
| Lawrence, <sup>10</sup> . . .     | 245 | May 4, 1896,       | 4,660                  | .88    | -                | -      | -     | -      |
| Lawrence, <sup>18</sup> . . .     | 284 | Aug. 26, 1896,     | 2,300                  | .44    | -                | -      | -     | -      |
| Lawrence, <sup>20</sup> . . .     | 285 | Aug. 25, 1896,     | 1,750                  | .33    | -                | -      | -     | -      |
| Lawrence, <sup>21</sup> . . .     | 290 | Sept. 11, 1896,    | 1,408                  | .27    | 1,408            | .27    | -     | -      |
| Lawrence, <sup>2,22</sup> . . .   | 436 | -                  | 7,920                  | 1.50   | -                | -      | -     | -      |
| Lawrence, <sup>23</sup> . . .     | 460 | Mar. 16, 1899,     | 1,800                  | .34    | -                | -      | -     | -      |
| Lawrence, <sup>24</sup> . . .     | 521 | Feb. 9, 1901,      | 1,984                  | .38    | -                | -      | -     | -      |
| Lynn, . . .                       | 342 | May 20, 1897,      | 9,120                  | 1.73   | 4,777            | .90    | -     | -      |
| Manchester, . . .                 | 167 | May 1, 1895,       | 5,280                  | 1.00   | -                | -      | -     | -      |
| Merrimac, . . .                   | 204 | July 26, 1895,     | 15,134                 | 2.87   | 4,838            | .92    | 3,400 | .64    |

<sup>1</sup> Boston-Lawrence road.<sup>2</sup> On county petition.<sup>3</sup> Lowell-Lawrence road.<sup>4</sup> Tewksbury road to Frye village.<sup>5</sup> Duplicate of county petition.<sup>6</sup> Sylvan Street.<sup>7</sup> Locust, Maple, High and Water streets.<sup>8</sup> Andover Street.<sup>9</sup> Maple Street.<sup>10</sup> See Beverly, Wenham, Hamilton and Ipswich.<sup>11</sup> See Andover and Lawrence.<sup>12</sup> Western Avenue.<sup>13</sup> Essex Avenue, Washington Street and Rockport road.<sup>14</sup> Haverhill-Lawrence road.<sup>15</sup> Newton road.<sup>16</sup> South of arch bridge, Newburyport road.<sup>17</sup> North of arch bridge, Newburyport road.<sup>18</sup> Haverhill Street.<sup>19</sup> South Broadway.<sup>20</sup> Prospect Street.<sup>21</sup> Jackson Street.<sup>22</sup> Lowell road, south.<sup>23</sup> Loring Street.<sup>24</sup> Barker Street.

*Essex County—Concluded.*

| COUNTY, CITY OR TOWN.        | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                              |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                              |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Methuen, <sup>1</sup>        | 287 | Aug. 31, 1896,     | 5,400                  | 1.02   | 5,478            | 1.04   | -      | -      |
| Methuen, <sup>2</sup>        | 387 | Dec. 8, 1897,      | 5,300                  | 1.00   | -                | -      | -      | -      |
| Methuen, <sup>1</sup>        | 481 | Jan. 22, 1900,     | 13,200                 | 2.50   | 3,300            | .63    | 2,750  | .52    |
| Methuen, <sup>3</sup>        | 520 | Feb. 8, 1901,      | 3,500                  | .66    | -                | -      | -      | -      |
| Middleton, <sup>4</sup>      | 347 | July 12, 1897,     | 26,501                 | 5.02   | -                | -      | -      | -      |
| Middleton, <sup>5</sup>      | 531 | Mar. 7, 1901,      | 10,560                 | 2.00   | -                | -      | -      | -      |
| Newbury, <sup>6</sup>        | 197 | July 2, 1895,      | 22,388                 | 4.24   | 6,453            | 1.22   | 4,627  | .88    |
| Newbury, <sup>7</sup>        | 410 | Mar. 7, 1898,      | 23,133                 | 4.38   | -                | -      | -      | -      |
| Newburyport, <sup>8</sup>    | 196 | July 1, 1895,      | 10,100                 | 1.91   | 9,259            | 1.75   | -      | -      |
| Newburyport, <sup>7</sup>    | 417 | Apr. 22, 1898,     | 2,700                  | .51    | -                | -      | -      | -      |
| North Andover, <sup>9</sup>  | 272 | July 1, 1896,      | 10,186                 | 1.93   | 4,175            | .79    | -      | -      |
| North Andover, <sup>10</sup> | 522 | Feb. 11, 1901,     | 27,192                 | 5.15   | -                | -      | -      | -      |
| Peabody, <sup>11</sup>       | 352 | July 1, 1897,      | 12,120                 | 2.30   | -                | -      | -      | -      |
| Peabody, <sup>12</sup>       | 353 | July 1, 1897,      | 5,380                  | 1.02   | -                | -      | -      | -      |
| Rockport,                    | 135 | Feb. 23, 1895,     | 5,736                  | 1.08   | -                | -      | -      | -      |
| Rowley,                      | 242 | Apr. 23, 1896,     | 19,280                 | 3.65   | -                | -      | -      | -      |
| Salem,                       | 474 | June 18, 1899,     | 700                    | .13    | -                | -      | 700    | .13    |
| Salisbury, <sup>13</sup>     | 243 | Apr. 27, 1896,     | 10,560                 | 2.00   | -                | -      | -      | -      |
| Salisbury, <sup>14</sup>     | 405 | Feb. 11, 1898,     | 11,500                 | 2.18   | -                | -      | -      | -      |
| Salisbury, <sup>13</sup>     | 540 | Apr. 25, 1901,     | 13,728                 | 2.60   | -                | -      | -      | -      |
| Saugus,                      | 34  | July 11, 1894,     | 8,811                  | 1.67   | 8,444            | 1.60   | -      | -      |
| Swampscott,                  | 375 | Oct. 14, 1897,     | 8,780                  | 1.66   | 7,576            | 1.43   | 294    | .06    |
| Topsfield, <sup>15</sup>     | 383 | Nov. 27, 1897,     | 26,031                 | 4.93   | -                | -      | -      | -      |
| Topsfield, <sup>16</sup>     | 491 | Apr. 11, 1900,     | 11,100                 | 2.10   | -                | -      | -      | -      |
| Topsfield, <sup>17</sup>     | 497 | June 4, 1900,      | 7,920                  | 1.50   | -                | -      | -      | -      |
| Wenham, <sup>18</sup>        | 64  | -                  | 9,100                  | 1.72   | 3,194            | .61    | 2,700  | .51    |
| West Newbury, <sup>8</sup>   | 101 | Nov. 26, 1894,     | 27,017                 | 5.11   | 11,731           | 2.22   | -      | -      |
| West Newbury, <sup>19</sup>  | 206 | July 25, 1895,     | 4,000                  | .76    | -                | -      | -      | -      |
| Totals,                      | .   | .                  | 814,106                | 154.19 | 134,741          | 25.52  | 17,902 | 3.39   |

Fifty-seven petitions (two county, sixteen city and thirty-nine town), in seven cities and twenty-four towns.

Average distance petitioned for, 14,283 feet (2.71 miles).

Forty-five lay-outs, in seven cities and twelve towns.

Laid out on county petitions, 24,114 feet (4.57 miles).

Laid out on city petitions, 40,204 feet (7.61 miles).

Laid out on town petitions, 88,325 feet (16.73 miles).

Total length laid out, 152,643 feet (28.91 miles); average, 3,392 feet (.64 mile).

Percentage of length laid out to length petitioned for, 18.75.

<sup>1</sup> Haverhill-Lawrence road.

<sup>2</sup> Lowell road.

<sup>3</sup> Woodland Street.

<sup>4</sup> Main Street.

<sup>5</sup> Maple Street.

<sup>6</sup> Newburyport road, *via* Oldtown.

<sup>7</sup> Newburyport road, *via* turnpike.

<sup>8</sup> Haverhill-Newburyport road.

<sup>9</sup> Lawrence Street.

<sup>10</sup> Salem Street.

<sup>11</sup> From Lynn line, Washington and Lynn streets.

<sup>12</sup> From Danvers line, Sylvan and Danvers streets.

<sup>13</sup> Newburyport-New Hampshire road.

<sup>14</sup> Haverhill road.

<sup>15</sup> Salem, Boston, Main and Haverhill streets.

<sup>16</sup> Central and Wenham streets.

<sup>17</sup> Grove, Washington and Boxford streets.

<sup>18</sup> On county petition.

<sup>19</sup> Proposed relocation.

*Franklin County.*

| COUNTY, CITY OR TOWN.         | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|-------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                               |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                               |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Ashfield, <sup>1</sup>        | 195 | June 26, 1895,     | 5,300                  | 1.00   | -                | -      | -      | -      |
| Ashfield, <sup>2</sup>        | 387 | Sept. 18, 1897,    | 8,900                  | 1.70   | 8,492            | 1.61   | -      | -      |
| Ashfield, <sup>1</sup>        | 454 | Jan. 10, 1899,     | 5,200                  | .99    | -                | -      | -      | -      |
| Ashfield, <sup>1</sup>        | 464 | May 1, 1899,       | 5,280                  | 1.00   | -                | -      | -      | -      |
| Buckland, <sup>3</sup>        | 38  | July 14, 1894,     | 1,170                  | .22    | 796              | .15    | -      | -      |
| Buckland, <sup>4</sup>        | 112 | Jan. 6, 1895,      | 5,280                  | 1.00   | 5,308            | 1.01   | -      | -      |
| Buckland, <sup>4</sup>        | 224 | Dec. 28, 1895,     | 5,280                  | 1.00   | 5,325            | 1.01   | -      | -      |
| Buckland, <sup>4</sup>        | 315 | Feb. 15, 1896,     | 5,280                  | 1.00   | 5,274            | 1.00   | -      | -      |
| Buckland, <sup>4</sup>        | 458 | Mar. 9, 1899,      | 17,160                 | 3.25   | 1,744            | .33    | -      | -      |
| Charlemont, <sup>5</sup>      | 120 | Jan. 18, 1895,     | 7,500                  | 1.42   | 3,366            | .64    | -      | -      |
| Charlemont, <sup>1</sup>      | 450 | Dec. 24, 1898,     | 34,320                 | 6.50   | 693              | .13    | -      | -      |
| Colrain, <sup>1,3</sup>       | 43  | July 17, 1894,     | -                      | -      | -                | -      | -      | -      |
| Colrain, <sup>1</sup>         | 133 | Feb. 20, 1895,     | 12,438                 | 2.36   | 5,679            | 1.08   | 3,985  | .75    |
| Colrain, <sup>1</sup>         | 432 | Aug. 2, 1898,      | 13,500                 | 2.56   | -                | -      | -      | -      |
| Conway,                       | 215 | Sept. 4, 1895,     | 14,147                 | 2.63   | -                | -      | -      | -      |
| Deerfield, <sup>6,7</sup>     | 24  | -                  | 9,400                  | 1.79   | 8,093            | 1.53   | -      | -      |
| Deerfield, <sup>8</sup>       | 329 | Mar. 10, 1897,     | 37,288                 | 7.06   | 2,300            | .44    | 1,979  | .37    |
| Erving,                       | 152 | Mar. 29, 1895,     | 10,717                 | 2.03   | 10,791           | 2.04   | -      | -      |
| Franklin County, <sup>9</sup> | 24  | July 9, 1894,      | -                      | -      | -                | -      | -      | -      |
| Gill,                         | 130 | Feb. 7, 1895,      | 10,520                 | 1.99   | -                | -      | -      | -      |
| Greenfield, <sup>10</sup>     | 188 | June 10, 1895,     | 23,700                 | 4.49   | -                | -      | -      | -      |
| Greenfield, <sup>11</sup>     | 332 | Mar. 23, 1897,     | 6,722                  | 1.27   | 3,100            | .59    | -      | -      |
| Greenfield, <sup>11</sup>     | 397 | Dec. 23, 1897,     | 5,300                  | 1.00   | -                | -      | -      | -      |
| Greenfield, <sup>12</sup>     | 456 | Feb. 2, 1899,      | 4,680                  | .89    | -                | -      | -      | -      |
| Greenfield, <sup>13</sup>     | 457 | Feb. 2, 1899,      | 8,550                  | 1.62   | 2,116            | .40    | -      | -      |
| Montague, <sup>14</sup>       | 304 | Dec. 18, 1896,     | 10,560                 | 2.00   | -                | -      | -      | -      |
| Montague, <sup>15</sup>       | 359 | July 11, 1897,     | 6,587                  | 1.25   | 5,761            | 1.09   | -      | -      |
| Montague, <sup>16</sup>       | 360 | July 11, 1897,     | 8,305                  | 1.57   | -                | -      | -      | -      |
| Montague, <sup>17</sup>       | 453 | Jan. 3, 1899,      | 4,000                  | .76    | 2,855            | .54    | -      | -      |
| Montague, <sup>18</sup>       | 498 | June 5, 1900,      | 16,050                 | 3.04   | -                | -      | -      | -      |
| Montague, <sup>18</sup>       | 553 | June 25, 1901,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| New Salem,                    | 258 | June 8, 1896,      | 27,329                 | 5.18   | -                | -      | -      | -      |
| Northfield, <sup>10</sup>     | 422 | June 8, 1898,      | -                      | -      | -                | -      | -      | -      |
| Northfield, <sup>18</sup>     | 489 | Apr. 2, 1900,      | 38,280                 | 7.25   | -                | -      | 3,300  | .63    |
| Orange, <sup>5</sup>          | 6   | July 2, 1894,      | 30,559                 | 5.74   | 13,739           | 2.60   | 2,144  | .41    |
| Orange, <sup>5,20</sup>       | 103 | Dec. 10, 1894,     | -                      | -      | -                | -      | -      | -      |
| Orange, <sup>5,20</sup>       | 301 | Nov. 27, 1896,     | -                      | -      | -                | -      | -      | -      |
| Shelburne, <sup>21</sup>      | 35  | July 11, 1894,     | 12,138                 | 2.30   | 11,398           | 2.16   | -      | -      |
| Shelburne, <sup>22</sup>      | 227 | Jan. 13, 1896,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Sunderland, <sup>3</sup>      | 52  | July 24, 1894,     | 4,151                  | .80    | 992              | .19    | -      | -      |
| Sunderland, <sup>23</sup>     | 402 | Jan. 11, 1898,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Sunderland, <sup>24</sup>     | 541 | Apr. 26, 1901,     | 11,880                 | 2.25   | -                | -      | -      | -      |
| Whately, <sup>8,25</sup>      | 325 | Feb. 28, 1897,     | 5,400                  | 1.03   | -                | -      | -      | -      |
| Whately, <sup>8,26</sup>      | 408 | Feb. 11, 1898,     | 5,300                  | 1.00   | 4,122            | .78    | 801    | .15    |
| Whately, <sup>8</sup>         | 530 | Mar. 2, 1901,      | 13,042                 | 2.47   | -                | -      | 1,799  | .34    |
| Totals,                       |     |                    | 467,053                | 88.46  | 101,944          | 19.31  | 14,008 | 2.65   |

Forty-four petitions (one county and forty-three town), in sixteen towns.

Average distance petitioned for, 10,615 feet (2.01 miles).

Forty-three lay-outs, in thirteen towns.

Laid out on county petitions, 47,953 feet (9.08 miles).

Laid out on town petitions, 67,999 feet (12.88 miles).

Total length laid out, 115,952 feet (21.96 miles); average, 2,697 feet (.51 mile).

Percentage of length laid out to length petitioned for, 24.83.

<sup>1</sup> Shelburne Falls road.

<sup>2</sup> Relocation.

<sup>3</sup> Duplicate of county petition.

<sup>4</sup> Ashfield road.

<sup>5</sup> In part mine road to Rowe.

<sup>6</sup> On county petition.

<sup>7</sup> Sunderland road.

<sup>8</sup> Greenfield-Northampton road.

<sup>9</sup> See Buckland, Colrain, Deerfield, Erving, Orange, Shelburne and Sunderland.

<sup>10</sup> Bernardston road.

<sup>11</sup> Deerfield road.

<sup>12</sup> Turner's Falls road.

<sup>13</sup> Montague City road.

<sup>14</sup> Miller's Falls, *via* ferry road.

<sup>15</sup> Miller's Falls, *via* pipe line.

<sup>16</sup> Miller's Falls, *via* L Street.

<sup>17</sup> Third and Prospect streets.

<sup>18</sup> Miller's Falls road.

<sup>19</sup> Covered by subsequent petition.

<sup>20</sup> Covered by previous petition.

<sup>21</sup> Colrain road.

<sup>22</sup> Greenfield road.

<sup>23</sup> Sunderland Street.

<sup>24</sup> Amherst road.

<sup>25</sup> From Hatfield line.

<sup>26</sup> From Deerfield line.

*Hampden County.*

| COUNTY, CITY OR TOWN.                     | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|---|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|   |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|   |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Agawam, . . . . .                         | 488 | Apr. 2, 1900,      | 15,509                 | 2.94   | -                | -      | -      | -      |
| Blandford, <sup>1</sup> . . . . .         | 216 | Sept. 7, 1895,     | 13,377                 | 2.54   | -                | -      | -      | -      |
| Blandford, <sup>2</sup> . . . . .         | 321 | Feb. 23, 1897,     | 13,858                 | 2.63   | -                | -      | -      | -      |
| Brimfield, <sup>3</sup> . . . . .         | 40  | July 6, 1894,      | 61,615                 | 11.67  | 12,345           | 2.34   | 6,309  | 1.19   |
| Brimfield, <sup>4,5</sup> . . . . .       | 131 | -                  | 9,355                  | 1.77   | -                | -      | -      | -      |
| Chester, <sup>6,7</sup> . . . . .         | 104 | Dec. 11, 1894,     | -                      | -      | -                | -      | -      | -      |
| Chester, <sup>6,7</sup> . . . . .         | 426 | June 23, 1898,     | -                      | -      | -                | -      | -      | -      |
| Chester, <sup>6</sup> . . . . .           | 441 | Dec. 16, 1898,     | 34,950                 | 6.62   | 3,472            | .66    | 2,578  | .49    |
| Chicopee, . . . . .                       | 223 | Dec. 28, 1895,     | 5,700                  | 1.08   | 4,847            | .92    | -      | -      |
| East Longmeadow, . . . . .                | 202 | July 11, 1895,     | 25,426                 | 4.82   | -                | -      | -      | -      |
| Granville, . . . . .                      | 87  | Sept. 6, 1894,     | 12,848                 | 2.44   | -                | -      | -      | -      |
| Hampden, . . . . .                        | 201 | July 11, 1895,     | 18,031                 | 3.42   | -                | -      | -      | -      |
| Hampden County, <sup>8</sup> . . . . .    | 19  | July 6, 1894,      | -                      | -      | -                | -      | -      | -      |
| Hampden County, <sup>9</sup> . . . . .    | 131 | Feb. 12, 1895,     | -                      | -      | -                | -      | -      | -      |
| Hampden County, <sup>10</sup> . . . . .   | 241 | Apr. 23, 1896,     | -                      | -      | -                | -      | -      | -      |
| Hampden County, <sup>11</sup> . . . . .   | 273 | July 3, 1896,      | -                      | -      | -                | -      | -      | -      |
| Holyoke, <sup>4</sup> . . . . .           | 273 | -                  | 5,300                  | 1.00   | -                | -      | -      | -      |
| Longmeadow, . . . . .                     | 333 | Mar. 24, 1897,     | 5,400                  | 1.02   | -                | -      | -      | -      |
| Ludlow, . . . . .                         | 236 | Mar. 11, 1896,     | 14,813                 | 2.80   | -                | -      | -      | -      |
| Monson, <sup>12</sup> . . . . .           | 57  | July 26, 1894,     | 14,960                 | 2.83   | 4,933            | .93    | -      | -      |
| Monson, <sup>4,5</sup> . . . . .          | 131 | -                  | 6,925                  | 1.31   | -                | -      | -      | -      |
| Monson, <sup>13</sup> . . . . .           | 502 | Oct. 1, 1900,      | 1,760                  | .33    | -                | -      | 529    | .10    |
| Palmer, <sup>4</sup> . . . . .            | 131 | -                  | 46,034                 | 8.72   | 8,350            | 1.58   | 4,241  | .80    |
| Palmer, <sup>13</sup> . . . . .           | 506 | Nov. 27, 1900,     | 675                    | .13    | -                | -      | 675    | .13    |
| Palmer, <sup>14</sup> . . . . .           | 556 | Oct. 21, 1901,     | 1,000                  | .19    | -                | -      | -      | -      |
| Russell, <sup>4</sup> . . . . .           | 19  | -                  | 35,380                 | 6.70   | 35,189           | 6.66   | -      | -      |
| Southwick, . . . . .                      | 545 | May 2, 1901,       | 14,520                 | 2.75   | -                | -      | -      | -      |
| Wales, . . . . .                          | 41  | July 16, 1894,     | 35,922                 | 6.80   | -                | -      | 5,493  | 1.04   |
| Westfield, <sup>4</sup> . . . . .         | 19  | -                  | 40,900                 | 7.75   | 21,593           | 4.09   | 4,334  | .82    |
| West Springfield, <sup>15</sup> . . . . . | 113 | Jan. 8, 1895,      | 24,200                 | 4.58   | 8,054            | 1.63   | -      | -      |
| West Springfield, <sup>4</sup> . . . . .  | 241 | -                  | 5,708                  | 1.08   | -                | -      | -      | -      |
| Wilbraham, <sup>4</sup> . . . . .         | 131 | -                  | 27,750                 | 5.26   | 5,998            | 1.14   | 4,614  | .88    |
| Wilbraham, <sup>16</sup> . . . . .        | 247 | May 8, 1896,       | 4,117                  | .77    | 4,140            | .78    | -      | -      |
| Totals, . . . . .                         | .   | .                  | 496,033                | 93.95  | 108,921          | 20.63  | 28,773 | 5.45   |

Twenty-five petitions (four county, one city and twenty town), in two cities and seventeen towns.

Average distance petitioned for, 19,841 feet (3.76 miles).

Forty-five lay-outs, in one city and nine towns.

Laid out on county petitions, 91,397 feet (17.31 miles).

Laid out on city petitions, 4,847 feet (.92 mile).

Laid out on town petitions, 41,450 feet (7.85 miles).

Total length laid out, 137,694 feet (26.08 miles); average, 3,060 feet (.58 mile).

Percentage of length laid out to length petitioned for, 27.76.

<sup>1</sup> Huntington road.

<sup>2</sup> Russell road.

<sup>3</sup> Road to Brimfield Centre and Wales.

<sup>4</sup> On county petition.

<sup>5</sup> River road.

<sup>6</sup> Springfield-Pittsfield road.

<sup>7</sup> Covered by subsequent petition.

<sup>8</sup> See Russell, Westfield and West Springfield.

<sup>9</sup> See Wilbraham, Monson, Palmer and Brimfield.

<sup>10</sup> See West Springfield, Agawam road.

<sup>11</sup> See Holyoke.

<sup>12</sup> Palmer road.

<sup>13</sup> Brimfield road.

<sup>14</sup> Commercial Street.

<sup>15</sup> Duplicate of county petition.

<sup>16</sup> Relocation.

*Hampshire County.*

| COUNTY, CITY OR TOWN.           | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|---------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                 |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                 |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Amherst, <sup>1</sup>           | 181 | May 18, 1895,      | 5,356                  | 1.02   | -                | -      | 5,035  | .95    |
| Amherst, <sup>2</sup>           | 550 | June 10, 1901,     | 18,480                 | 3.50   | -                | -      | -      | -      |
| Belchertown, <sup>3</sup>       | 220 | Nov. 18, 1895,     | 5,280                  | 1.00   | 3 509            | .66    | 1,050  | .20    |
| Belchertown, <sup>3</sup>       | 282 | Aug. 6, 1896,      | 5,280                  | 1.00   | -                | -      | 2,141  | .41    |
| Belchertown, <sup>4</sup>       | 461 | Mar. 16, 1899,     | 2,640                  | .50    | -                | -      | -      | -      |
| Belchertown, <sup>3</sup>       | 512 | Jan. 9, 1901,      | 4,488                  | .85    | -                | -      | -      | -      |
| Belchertown, <sup>5</sup>       | 529 | Mar. 12, 1901,     | 15,840                 | 3.00   | -                | -      | -      | -      |
| Chesterfield, <sup>6</sup>      | 128 | Feb. 6, 1895,      | 3,067                  | .58    | -                | -      | -      | -      |
| Cummington, <sup>6</sup>        | 27  | July 10, 1894,     | 55,053                 | 10.43  | -                | -      | -      | -      |
| Easthampton, <sup>7</sup>       | 114 | Jan. 10, 1895,     | 5,900                  | 1.12   | 4,200            | .80    | 1,600  | .30    |
| Easthampton, <sup>1,6</sup>     | 189 | July 10, 1895,     | 7,500                  | 1.42   | 6,963            | 1.32   | -      | -      |
| Enfield, <sup>8</sup>           | 283 | Aug. 25, 1896,     | -                      | -      | -                | -      | -      | -      |
| Enfield,                        | 524 | Feb. 12, 1901,     | 23,760                 | 4.50   | -                | -      | -      | -      |
| Goshen,                         | 2   | June 28, 1894,     | 29,480                 | 5.58   | 10,058           | 1.91   | -      | -      |
| Granby, <sup>9,10</sup>         | 5   | -                  | 3,347                  | .63    | 3,347            | .63    | -      | -      |
| Granby, <sup>9</sup>            | 289 | Sept. 9, 1896,     | 10,700                 | 2.03   | -                | -      | -      | -      |
| Granby, <sup>11</sup>           | 536 | Apr. 2, 1901,      | 17,160                 | 3.25   | -                | -      | -      | -      |
| Greenwich,                      | 295 | Oct. 17, 1896,     | 5,464                  | 1.04   | -                | -      | -      | -      |
| Hadley, <sup>1,6</sup>          | 94  | Oct. 20, 1894,     | 5,673                  | 1.08   | 5,676            | 1.08   | -      | -      |
| Hadley, <sup>1</sup>            | 200 | July 11, 1895,     | 4,133                  | .78    | 4,133            | .78    | -      | -      |
| Hadley, <sup>1</sup>            | 286 | Aug. 27, 1896,     | 14,749                 | 2.79   | 5,651            | 1.07   | -      | -      |
| Hampshire County, <sup>12</sup> | 5   | June 29, 1894,     | -                      | -      | -                | -      | -      | -      |
| Hatfield, <sup>13</sup>         | 165 | Apr. 23, 1895,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Hatfield, <sup>14</sup>         | 164 | Apr. 23, 1895,     | 2,500                  | .47    | -                | -      | 2,050  | .39    |
| Huntington,                     | 99  | Nov. 24, 1894,     | 14,408                 | 2.73   | 5,336            | 1.01   | -      | -      |
| Middlefield,                    | 177 | May 14, 1895,      | 5,400                  | 1.03   | -                | -      | -      | -      |
| Northampton, <sup>6,15</sup>    | 97  | July 31, 1894,     | 2,997                  | .56    | 2,997            | .56    | -      | -      |
| Northampton, <sup>6,16</sup>    | 194 | June 25, 1895,     | 9,235                  | 1.75   | 5,892            | 1.12   | -      | -      |
| Northampton, <sup>17</sup>      | 470 | May 27, 1899,      | 4,500                  | .85    | -                | -      | -      | -      |
| South Hadley, <sup>9,10</sup>   | 5   | -                  | 15,571                 | 2.95   | 12,775           | 2.42   | -      | -      |
| South Hadley, <sup>9,9</sup>    | 238 | Sept. 3, 1896,     | -                      | -      | -                | -      | -      | -      |
| South Hadley, <sup>18</sup>     | 517 | Jan. 22, 1901,     | 9,240                  | 1.75   | -                | -      | -      | -      |
| Southampton,                    | 253 | May 25, 1896,      | 5,280                  | 1.00   | -                | -      | -      | -      |
| Ware, <sup>19</sup>             | 205 | July 29, 1895,     | 4,100                  | .78    | 4,100            | .78    | -      | -      |
| Ware, <sup>19</sup>             | 455 | Feb. 2, 1899,      | 10,300                 | 1.95   | 5,400            | 1.02   | -      | -      |
| Ware, <sup>20</sup>             | 519 | Feb. 5, 1901,      | 15,048                 | 2.85   | -                | -      | -      | -      |
| Ware, <sup>2</sup>              | 525 | Feb. 12, 1901,     | 26,400                 | 5.00   | -                | -      | -      | -      |
| Williamsburg, <sup>10</sup>     | 5   | -                  | 31,743                 | 6.01   | 3,100            | .58    | 2,040  | .39    |
| Williamsburg, <sup>6,21</sup>   | 129 | Feb. 6, 1895,      | -                      | -      | -                | -      | -      | -      |
| Williamsburg, <sup>6,22</sup>   | 249 | May 11, 1896,      | -                      | -      | -                | -      | -      | -      |
| Williamsburg, <sup>23</sup>     | 411 | Mar. 17, 1898,     | 6,036                  | 1.14   | 6,036            | 1.14   | -      | -      |
| Williamsburg, <sup>6,22</sup>   | 439 | Dec. 12, 1898,     | -                      | -      | -                | -      | -      | -      |
| Totals,                         | .   | .                  | 411,388                | 77.91  | 89,173           | 16.89  | 13,916 | 2.64   |

Thirty-nine petitions (one county, three city and thirty-five town), in one city and seventeen towns.

Average distance petitioned for, 10,548 feet (2.00 miles).

Forty lay-outs, in one city and eleven towns.

Laid out on county petitions, 50,808 feet (9.62 miles).

Laid out on city petitions, 2,997 feet (.56 mile).

Laid out on town petitions, 49,284 feet (9.34 miles).

Total length laid out, 103,089 feet (19.53 miles); average, 2,577 feet (.49 mile).

Percentage of length laid out to length petitioned for, 25.07.

<sup>1</sup> Northampton road.

<sup>2</sup> Sunderland road.

<sup>3</sup> Granby road.

<sup>4</sup> Depot road.

<sup>5</sup> Enfield road.

<sup>6</sup> Duplicate of county petition.

<sup>7</sup> Holyoke Street.

<sup>8</sup> Covered by subsequent petition.

<sup>9</sup> Holyoke road.

<sup>10</sup> On county petition.

<sup>11</sup> Belchertown road.

<sup>12</sup> See Chesterfield, Cummington, Easthampton, Granby, Goshen, Hadley, Northampton, South Hadley and Williamsburg.

<sup>13</sup> Road to Hatfield village.

<sup>14</sup> North Hatfield road.

<sup>15</sup> Bridge Street.

<sup>16</sup> Easthampton road.

<sup>17</sup> Smith's ferry road.

<sup>18</sup> Newton Street.

<sup>19</sup> Gilbertville road.

<sup>20</sup> Palmer road.

<sup>21</sup> Chesterfield road.

<sup>22</sup> Goshen road.

<sup>23</sup> Relocation.

*Middlesex County.*

| COUNTY, CITY OR TOWN.                | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|--------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                                      |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                                      |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Acton, <sup>1</sup> . . . .          | 119 | Jan. 7, 1895,      | 6,583                  | 1.24   | -                | -      | -     | -      |
| Acton, <sup>1</sup> . . . .          | 138 | Feb. 28, 1895,     | 12,129                 | 2.30   | -                | -      | -     | -      |
| Acton, <sup>2,3</sup> . . . .        | 233 | -                  | 21,922                 | 4.15   | -                | -      | 3,800 | .72    |
| Acton, <sup>3,4</sup> . . . .        | 413 | -                  | 24,500                 | 4.64   | 14,700           | 2.78   | 3,407 | .64    |
| Ashby, . . . .                       | 1   | June 27, 1894,     | 18,625                 | 3.53   | 18,826           | 3.57   | -     | -      |
| Ashland, <sup>5</sup> . . . .        | 361 | July 24, 1897,     | 11,843                 | 2.24   | -                | -      | -     | -      |
| Ashland, <sup>6</sup> . . . .        | 362 | July 24, 1897,     | 9,112                  | 1.73   | -                | -      | -     | -      |
| Ashland, <sup>7</sup> . . . .        | 500 | June 21, 1900,     | 6,600                  | 1.25   | -                | -      | -     | -      |
| Ayer, . . . .                        | 225 | Jan. 1, 1896,      | 14,246                 | 2.70   | -                | -      | -     | -      |
| Bedford, . . . .                     | 175 | May 14, 1895,      | 19,635                 | 3.72   | 2,872            | .54    | -     | -      |
| Belmont, . . . .                     | 343 | May 21, 1897,      | 5,109                  | .97    | -                | -      | -     | -      |
| Billerica, . . . .                   | 264 | June 13, 1896,     | 18,490                 | 3.50   | -                | -      | -     | -      |
| Boxborough, <sup>2,3</sup> . . . .   | 233 | -                  | 17,500                 | 3.31   | 7,200            | 1.36   | -     | -      |
| Burlington, <sup>8</sup> . . . .     | 336 | Apr. 16, 1897,     | 14,205                 | 2.69   | -                | -      | -     | -      |
| Burlington, <sup>9</sup> . . . .     | 532 | Mar. 13, 1901,     | 20,592                 | 3.90   | -                | -      | -     | -      |
| Carlisle, . . . .                    | 109 | Dec. 26, 1894,     | 26,381                 | 4.99   | -                | -      | -     | -      |
| Chelmsford, <sup>10,11</sup> . . . . | 50  | July 20, 1894,     | 5,583                  | 1.06   | -                | -      | -     | -      |
| Chelmsford, <sup>2,11</sup> . . . .  | 266 | -                  | 6,100                  | 1.16   | 4,908            | .93    | 1,186 | .23    |
| Chelmsford, <sup>12</sup> . . . .    | 467 | May 24, 1899,      | 6,600                  | 1.25   | -                | -      | -     | -      |
| Chelmsford, <sup>13</sup> . . . .    | 468 | May 24, 1899,      | 9,240                  | 1.75   | -                | -      | -     | -      |
| Chelmsford, <sup>14</sup> . . . .    | 518 | Jan. 31, 1901,     | 6,600                  | 1.25   | -                | -      | 1,500 | .23    |
| Chelmsford, <sup>15</sup> . . . .    | 539 | Apr. 22, 1901,     | 9,240                  | 1.75   | -                | -      | -     | -      |
| Concord, <sup>16</sup> . . . .       | 81  | Sept. 11, 1894,    | 10,393                 | 1.97   | 7,719            | 1.46   | -     | -      |
| Concord, <sup>4,10</sup> . . . .     | 388 | Dec. 7, 1897,      | 3,800                  | .72    | 2,786            | .53    | -     | -      |
| Concord, <sup>17</sup> . . . .       | 487 | Mar. 28, 1900,     | 8,282                  | 1.57   | -                | -      | -     | -      |
| Dracut, <sup>18</sup> . . . .        | 344 | June 3, 1897,      | 21,378                 | 4.05   | -                | -      | -     | -      |
| Dracut, <sup>19</sup> . . . .        | 473 | June 8, 1899,      | 17,234                 | 3.26   | -                | -      | -     | -      |
| Dunstable, . . . .                   | 291 | Sept. 17, 1896,    | 8,778                  | 1.66   | -                | -      | -     | -      |
| Framingham, <sup>20</sup> . . . .    | 303 | Dec. 17, 1896,     | 8,296                  | 1.57   | -                | -      | -     | -      |
| Framingham, <sup>21</sup> . . . .    | 492 | Apr. 20, 1900,     | 17,420                 | 3.30   | -                | -      | -     | -      |
| Groton, <sup>22</sup> . . . .        | 105 | Dec. 17, 1894,     | 40,215                 | 7.62   | -                | -      | -     | -      |
| Groton, <sup>4,10</sup> . . . .      | 219 | Nov. 14, 1895,     | 22,597                 | 4.28   | -                | -      | -     | -      |
| Groton, <sup>4,23</sup> . . . .      | 551 | June 10, 1901,     | 6,600                  | 1.25   | -                | -      | 2,846 | .54    |
| Holliston, . . . .                   | 363 | July 30, 1897,     | 33,480                 | 6.34   | -                | -      | -     | -      |
| Hopkinton, . . . .                   | 309 | Jan. 6, 1897,      | 20,440                 | 3.87   | -                | -      | -     | -      |
| Hudson, . . . .                      | 370 | Sept. 25, 1897,    | 31,057                 | 5.88   | -                | -      | -     | -      |
| Lexington, <sup>16</sup> . . . .     | 79  | Aug. 8, 1894,      | 18,300                 | 3.46   | 18,214           | 3.45   | -     | -      |
| Lexington, <sup>24</sup> . . . .     | 419 | May 14, 1898,      | 13,200                 | 2.50   | 4,462            | .85    | -     | -      |
| Lincoln, <sup>16</sup> . . . .       | 80  | Aug. 8, 1894,      | 10,850                 | 2.06   | 10,855           | 2.07   | -     | -      |

<sup>1</sup> Littleton road, *via* North Acton.<sup>2</sup> Harvard turnpike.<sup>3</sup> On county petition.<sup>4</sup> Great road.<sup>5</sup> Southborough road.<sup>6</sup> Pond Street.<sup>7</sup> Framingham road.<sup>8</sup> Lowell turnpike.<sup>9</sup> Cambridge and Lowell streets.<sup>10</sup> Duplicate of county petition.<sup>11</sup> Truant school road.<sup>12</sup> Tyngsborough road, west.<sup>13</sup> Billerica road.<sup>14</sup> Tyngsborough road, east.<sup>15</sup> Lowell road from Chelmsford Centre.<sup>16</sup> Lexington-Concord road.<sup>17</sup> Elm Street.<sup>18</sup> North road to Methuen.<sup>19</sup> River road, new location.<sup>20</sup> Concord Street.<sup>21</sup> Ashland-Natick road.<sup>22</sup> Lowell-Fitchburg road.<sup>23</sup> From Pepperell line.<sup>24</sup> Bedford road.

*Middlesex County — Continued.*

| COUNTY, CITY OR TOWN.              | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                    |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                    |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Lincoln, <sup>1</sup>              | 377 | Aug. 30, 1897,     | 17,800                 | 3.37   | -                | -      | -      | -      |
| Littleton, <sup>2</sup>            | 218 | Nov. 14, 1895,     | 12,110                 | 2.29   | -                | -      | -      | -      |
| Littleton, <sup>3,4</sup>          | 412 | -                  | 10,200                 | 1.93   | -                | -      | -      | -      |
| Littleton, <sup>3,5</sup>          | 413 | -                  | 27,800                 | 5.27   | -                | -      | -      | -      |
| Lowell, <sup>3,6</sup>             | 44  | -                  | 5,230                  | .99    | 5,115            | .97    | -      | -      |
| Lowell, <sup>7,8</sup>             | 55  | July 25, 1894,     | 7,062                  | 1.34   | 7,045            | 1.34   | -      | -      |
| Lowell, <sup>9</sup>               | 409 | Mar. 9, 1898,      | 5,800                  | 1.10   | -                | -      | -      | -      |
| Marlborough, <sup>10</sup>         | 143 | Mar. 15, 1895,     | 12,868                 | 2.44   | 9,000            | 1.70   | 3,700  | .70    |
| Marlborough, <sup>11</sup>         | 271 | June 26, 1896,     | 17,835                 | 3.38   | 2,142            | .41    | -      | -      |
| Maynard,                           | 366 | Sept. 9, 1897,     | 11,164                 | 2.11   | -                | -      | -      | -      |
| Medford, <sup>12,7</sup>           | 265 | June 13, 1896,     | 4,918                  | .93    | -                | -      | -      | -      |
| Medford, <sup>12</sup>             | 446 | Dec. 19, 1898,     | 4,200                  | .80    | -                | -      | -      | -      |
| Melrose,                           | 485 | Mar. 8, 1900,      | 5,966                  | 1.13   | -                | -      | -      | -      |
| Middlesex County, <sup>13</sup>    | 44  | July 17, 1894,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>8,14</sup>  | 45  | July 17, 1894,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>15,16</sup> | 233 | Feb. 25, 1896,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>8,14</sup>  | 266 | June 15, 1896,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>12</sup>    | 274 | July 13, 1896,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>2</sup>     | 412 | Feb. 3, 1898,      | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>5,17</sup>  | 413 | Feb. 3, 1898,      | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>18</sup>    | 427 | June 25, 1898,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>19</sup>    | 494 | May 8, 1900,       | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>20</sup>    | 503 | Oct. 19, 1900,     | -                      | -      | -                | -      | -      | -      |
| Middlesex County, <sup>21</sup>    | 558 | Nov. 11, 1901,     | -                      | -      | -                | -      | -      | -      |
| Natick, <sup>22</sup>              | 251 | May 21, 1896,      | 6,813                  | 1.29   | -                | -      | -      | -      |
| Natick, <sup>23</sup>              | 493 | May 8, 1900,       | 17,160                 | 3.25   | -                | -      | 5,995  | 1.14   |
| Newton, <sup>24</sup>              | 337 | Apr. 26, 1897,     | 780                    | .15    | -                | -      | -      | -      |
| Newton, <sup>25</sup>              | 477 | Nov. 1, 1899,      | 5,500                  | 1.04   | -                | -      | 5,449  | 1.03   |
| North Reading,                     | 107 | Dec. 24, 1894,     | 31,060                 | 5.88   | 5,329            | 1.01   | 3,971  | .75    |
| Pepperell,                         | 299 | Nov. 11, 1896,     | 18,700                 | 3.54   | -                | -      | -      | -      |
| Reading,                           | 157 | Apr. 10, 1895,     | 23,100                 | 4.38   | 5,650            | 1.07   | -      | -      |
| Sherborn,                          | 250 | May 14, 1896,      | 5,500                  | 1.04   | -                | -      | -      | -      |
| Shirley,                           | 416 | Apr. 21, 1898,     | 7,400                  | 1.40   | -                | -      | -      | -      |
| Stoneham, <sup>7,12</sup>          | 280 | July 30, 1896,     | 3,086                  | .59    | 3,006            | .57    | -      | -      |
| Stoneham, <sup>26</sup>            | 355 | July 7, 1897,      | 6,448                  | 1.22   | 3,300            | .62    | 2,050  | .39    |
| Stow,                              | 378 | Nov. 1, 1897,      | 24,215                 | 4.59   | -                | -      | -      | -      |
| Sudbury, <sup>27</sup>             | 214 | Aug. 24, 1895,     | 5,300                  | 1.00   | -                | -      | -      | -      |
| Sudbury, <sup>27</sup>             | 230 | Feb. 16, 1896,     | 20,400                 | 3.86   | 7,953            | 1.50   | 11,748 | 2.22   |

<sup>1</sup> South Great road.<sup>2</sup> Littleton Depot to Great road.<sup>3</sup> On county petition.<sup>4</sup> Ayer road.<sup>5</sup> Great road.<sup>6</sup> Tyngsborough road, boulevard.<sup>7</sup> Duplicate of county petition.<sup>8</sup> Truant school road.<sup>9</sup> First Street to Dracut.<sup>10</sup> Northborough road.<sup>11</sup> Sudbury road.<sup>12</sup> Medford-Stoneham road.<sup>13</sup> See Lowell and Tyngsborough.<sup>14</sup> See Lowell and Chelmsford.<sup>15</sup> Harvard turnpike.<sup>16</sup> See Boxborough and Acton.<sup>17</sup> See Concord, Acton, Littleton and Groton.<sup>18</sup> See Tewksbury.<sup>19</sup> See Natick.<sup>20</sup> See Westford.<sup>21</sup> See Hopkinton.<sup>22</sup> Sherborn road.<sup>23</sup> Central Street.<sup>24</sup> At Weston bridge.<sup>25</sup> Winchester and Needham streets.<sup>26</sup> From Reading line.<sup>27</sup> Boston-Worcester road.

*Middlesex County — Concluded.*

| COUNTY, CITY OR TOWN.                | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|--------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                      |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                      |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Tewksbury, <sup>1</sup> . . . .      | 257 | June 5, 1896,      | 14,700                 | 2.78   | 3,000            | .57    | 2,900  | .55    |
| Tewksbury, <sup>1</sup> . . . .      | 357 | July 8, 1897,      | 20,188                 | 3.82   | -                | -      | -      | -      |
| Tewksbury, <sup>2,3</sup> . . . .    | 427 | -                  | 11,088                 | 2.10   | -                | -      | -      | -      |
| Townsend, <sup>4</sup> . . . .       | 149 | Mar. 21, 1895,     | 16,830                 | 3.19   | 13,769           | 2.60   | 1,888  | .36    |
| Townsend, <sup>4</sup> . . . .       | 466 | May 24, 1899,      | 17,800                 | 3.37   | -                | -      | -      | -      |
| Tyngeborough, <sup>2,5</sup> . . . . | 44  | -                  | 15,552                 | 2.94   | 15,588           | 2.95   | -      | -      |
| Tyngeborough, <sup>6</sup> . . . .   | 444 | Dec. 18, 1898,     | 21,120                 | 4.00   | -                | -      | -      | -      |
| Wakefield, <sup>7</sup> . . . .      | 400 | Dec. 29, 1897,     | 17,979                 | 3.41   | -                | -      | -      | -      |
| Wakefield, <sup>8</sup> . . . .      | 469 | May 15, 1899,      | 8,580                  | 1.62   | -                | -      | -      | -      |
| Watertown, . . . .                   | 151 | Mar. 27, 1895,     | 17,695                 | 3.35   | 4,472            | .85    | -      | -      |
| Wayland, <sup>9</sup> . . . .        | 212 | Aug. 10, 1895,     | 15,450                 | 2.93   | 12,005           | 2.28   | -      | -      |
| Wayland, <sup>10</sup> . . . .       | 334 | Mar. 31, 1897,     | 11,620                 | 2.20   | -                | -      | -      | -      |
| Westford, <sup>11</sup> . . . .      | 115 | Jan. 15, 1895,     | 21,900                 | 4.15   | -                | -      | -      | -      |
| Westford, <sup>2,12</sup> . . . .    | 503 | -                  | 15,840                 | 3.00   | -                | -      | -      | -      |
| Weston, <sup>9</sup> . . . .         | 322 | Feb. 24, 1897,     | 17,508                 | 3.32   | 16,644           | 3.15   | -      | -      |
| Weston, <sup>10</sup> . . . .        | 323 | Feb. 24, 1897,     | 21,269                 | 4.03   | -                | -      | -      | -      |
| Wilmington, <sup>13</sup> . . . .    | 345 | June 10, 1897,     | 37,682                 | 7.14   | -                | -      | -      | -      |
| Wilmington, <sup>1</sup> . . . .     | 349 | July 22, 1897,     | 9,918                  | 1.88   | -                | -      | -      | -      |
| Winchester, . . . .                  | 244 | Apr. 28, 1896,     | 10,310                 | 1.95   | 10,306           | 1.95   | -      | -      |
| Winchester, <sup>14</sup> . . . .    | 448 | Dec. 21, 1898,     | 9,925                  | 1.88   | 4,900            | .93    | 3,970  | .75    |
| Woburn, <sup>15</sup> . . . .        | 449 | Dec. 21, 1898,     | 19,800                 | 3.75   | -                | -      | -      | -      |
| Totals, . . . .                      | .   | .                  | 1,254,304              | 237.56 | 221,796          | 42.01  | 54,410 | 10.30  |

Eighty-eight petitions (eleven county, eleven city and sixty-six town), in six cities and forty-two towns.

Average distance petitioned for, 14,254 feet (2.70 miles).

Eighty-one lay-outs, in four cities and twenty-one towns.

Laid out on county petitions, 74,550 feet (14.12 miles).

Laid out on city petitions, 41,321 feet (7.82 miles).

Laid out on town petitions, 160,335 feet (30.37 miles).

Total length laid out, 276,206 feet (52.31 miles); average, 3,410 feet (.65 mile).

Percentage of length laid out to length petitioned for, 22.02.

<sup>1</sup> Boston-Lowell road.

<sup>2</sup> On county petition.

<sup>3</sup> Lowell-Lawrence road.

<sup>4</sup> Ashby-Pepperell road.

<sup>5</sup> Lowell Road, north of river.

<sup>6</sup> Lowell Road, south of river.

<sup>7</sup> Railroad and Nabant streets.

<sup>8</sup> Main and Lowell streets.

<sup>9</sup> Boston-Worcester road.

<sup>10</sup> Boston-Framingham road.

<sup>11</sup> Carlisle road.

<sup>12</sup> Great road to Lowell.

<sup>13</sup> Boston-Lawrence road.

<sup>14</sup> Cambridge Street.

<sup>15</sup> Main, School, Plain, Washington and Salem streets and Mishawum road.

*Nantucket County.*

| COUNTY, CITY OR TOWN. | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|-----------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                       |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                       |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Nantucket, . . . .    | 11  | July 3, 1894,      | 34,185                 | 6.47   | 27,290           | 5.17   | 3,770 | .71    |

Eleven lay-outs.

Length laid out, 31,060 feet (5.88 miles).

Percentage of length laid out to length petitioned for, 91.50.

*Norfolk County.*

| COUNTY, CITY OR TOWN.            | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|----------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                  |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                  |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Bellingham, <sup>1</sup> . . . . | 173 | May 13, 1895,      | 3,900                  | .74    | -                | -      | -      | -      |
| Bellingham, <sup>1</sup> . . . . | 424 | June 22, 1898,     | 46,700                 | 8.84   | -                | -      | -      | -      |
| Braintree, . . . .               | 116 | Jan. 10, 1895,     | 6,700                  | 1.27   | 2,431            | .46    | -      | -      |
| Cohasset, . . . .                | 158 | Apr. 2, 1895,      | 11,300                 | 2.14   | 9,151            | 1.73   | -      | -      |
| Dedham, . . . .                  | 307 | Dec. 31, 1896,     | 3,900                  | .74    | -                | -      | -      | -      |
| Foxborough, <sup>2</sup> . . . . | 123 | Jan. 29, 1895,     | 23,875                 | 4.52   | -                | -      | 5,158  | .97    |
| Foxborough, <sup>3</sup> . . . . | 163 | Apr. 24, 1895,     | 5,840                  | 1.11   | -                | -      | -      | -      |
| Franklin, . . . .                | 298 | Nov. 6, 1896,      | 9,227                  | 1.75   | -                | -      | -      | -      |
| Holbrook, . . . .                | 9   | July 10, 1894,     | 11,848                 | 2.24   | 5,817            | 1.11   | -      | -      |
| Medway, <sup>4</sup> . . . .     | 311 | Jan. 18, 1897,     | 5,535                  | 1.05   | -                | -      | -      | -      |
| Medway, <sup>5</sup> . . . .     | 368 | Sept. 2, 1897,     | 9,292                  | 1.76   | -                | -      | -      | -      |
| Millis, . . . .                  | 381 | Nov. 12, 1897,     | 6,265                  | 1.19   | -                | -      | -      | -      |
| Milton, . . . .                  | 190 | June 15, 1895,     | 5,730                  | 1.09   | 4,600            | .87    | -      | -      |
| Needham, <sup>6</sup> . . . .    | 154 | Apr. 2, 1895,      | 9,050                  | 1.71   | -                | -      | -      | -      |
| Needham, <sup>7</sup> . . . .    | 478 | Nov. 1, 1899,      | 5,900                  | 1.12   | -                | -      | 5,252  | .99    |
| Norfolk, <sup>8</sup> . . . .    | 88  | Sept. 21, 1894,    | 7,676                  | 1.45   | 7,676            | 1.45   | -      | -      |
| Norfolk, <sup>9</sup> . . . .    | 356 | July 8, 1897,      | 21,467                 | 4.07   | -                | -      | -      | -      |
| Norwood, . . . .                 | 51  | July 21, 1894,     | 18,747                 | 3.55   | 10,822           | 2.05   | -      | -      |
| Quincy, <sup>10</sup> . . . .    | 237 | Mar. 18, 1896,     | 9,900                  | 1.87   | 2,607            | .49    | -      | -      |
| Quincy, <sup>11</sup> . . . .    | 292 | Sept. 17, 1896,    | 6,515                  | 1.23   | -                | -      | -      | -      |
| Quincy, <sup>12</sup> . . . .    | 513 | Jan. 11, 1901,     | 3,000                  | .57    | -                | -      | -      | -      |
| Randolph, . . . .                | 208 | Aug. 3, 1895,      | 9,050                  | 1.71   | -                | -      | -      | -      |
| Sharon, . . . .                  | 159 | Apr. 12, 1895,     | 28,713                 | 5.44   | -                | -      | -      | -      |
| Stoughton, . . . .               | 228 | Jan. 15, 1896,     | 20,538                 | 3.89   | -                | -      | -      | -      |
| Walpole, . . . .                 | 77  | Aug. 4, 1894,      | 30,300                 | 5.74   | 23,963           | 4.54   | -      | -      |
| Wellesley, <sup>13</sup> . . . . | 425 | June 22, 1898,     | 21,120                 | 4.00   | -                | -      | -      | -      |
| Wellesley, <sup>14</sup> . . . . | 495 | May 8, 1900,       | 6,340                  | 1.20   | -                | -      | 6,209  | 1.18   |
| Westwood, . . . .                | 354 | July 2, 1897,      | 5,610                  | 1.06   | 5,530            | 1.05   | -      | -      |
| Weymouth, <sup>15</sup> . . . .  | 59  | July 27, 1894,     | 9,400                  | 1.78   | 9,237            | 1.75   | -      | -      |
| Weymouth, <sup>16</sup> . . . .  | 63  | July 30, 1894,     | 1,330                  | .25    | 1,330            | .25    | -      | -      |
| Weymouth, <sup>17</sup> . . . .  | 414 | Mar. 28, 1898,     | 28,090                 | 5.32   | -                | -      | -      | -      |
| Wrentham, . . . .                | 32  | July 10, 1894,     | 38,150                 | 7.23   | 24,830           | 4.70   | 4,000  | .76    |
| Wrentham, <sup>18</sup> . . . .  | 496 | May 24, 1900,      | -                      | -      | -                | -      | -      | -      |
| Totals, . . . .                  | .   | .                  | 431,008                | 81.63  | 107,994          | 20.45  | 20,619 | 3.91   |

Thirty-three petitions (three city and thirty town), in one city and twenty-one towns.

Average distance petitioned for, 13,061 feet (2.47 miles).

Forty-five lay-outs, in one city and twelve towns.

Laid out on city petitions, 2,607 feet (.49 mile).

Laid out on town petitions, 126,006 feet (23.86 miles).

Total length laid out, 128,613 feet (24.36 miles).

Percentage of length laid out to distance petitioned for, 29.84.

<sup>1</sup> Woonsocket road.

<sup>2</sup> Mansfield-Norfolk road.

<sup>3</sup> Bird, Baker and Chestnut streets.

<sup>4</sup> Village Street.

<sup>5</sup> Village, Main and Oakland streets.

<sup>6</sup> Great Plain Avenue.

<sup>7</sup> Highland Avenue.

<sup>8</sup> Providence turnpike.

<sup>9</sup> Walpole-Franklin road.

<sup>10</sup> Washington Street.

<sup>11</sup> Randolph Street.

<sup>12</sup> Quincy Avenue.

<sup>13</sup> Worcester turnpike.

<sup>14</sup> Central Street to Natlck line.

<sup>15</sup> Bridge Street, Hingham road.

<sup>16</sup> Ann Street.

<sup>17</sup> Washington and Main streets.

<sup>18</sup> For widening a portion of road previously petitioned for.

*Plymouth County.*

| COUNTY, CITY OR TOWN.          | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|--------------------------------|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|                                |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|                                |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Abington, <sup>1</sup>         | 58  | July 27, 1894,     | 8,660                  | 1.64   | -                | -      | -      | -      |
| Abington, <sup>2</sup>         | 192 | Apr. 19, 1895,     | 10,300                 | 1.95   | 3,700            | .70    | 2,550  | .48    |
| Bridgewater, <sup>3</sup>      | 217 | Nov. 14, 1895,     | 6,600                  | 1.25   | -                | -      | -      | -      |
| Bridgewater, <sup>4</sup>      | 499 | June 14, 1900,     | 19,270                 | 3.65   | -                | -      | -      | -      |
| Brockton, <sup>5</sup>         | 61  | July 27, 1894,     | 5,525                  | 1.05   | -                | -      | -      | -      |
| Brockton, <sup>6</sup>         | 270 | June 22, 1896,     | 9,860                  | 1.87   | 9,860            | 1.87   | -      | -      |
| Brockton, <sup>7</sup>         | 482 | Feb. 8, 1900,      | 3,470                  | .66    | 3,468            | .66    | -      | -      |
| Brockton, <sup>8</sup>         | 505 | Nov. 22, 1900,     | 3,770                  | .71    | -                | -      | -      | -      |
| Carver, <sup>9</sup>           | 326 | Mar. 4, 1897,      | -                      | -      | -                | -      | -      | -      |
| Carver,                        | 438 | Dec. 9, 1898,      | 28,400                 | 5.38   | -                | -      | -      | -      |
| Duxbury,                       | 70  | July 31, 1894,     | 33,000                 | 6.25   | 10,850           | 2.05   | -      | -      |
| East Bridgewater, <sup>9</sup> | 240 | Apr. 8, 1896,      | -                      | -      | -                | -      | -      | -      |
| East Bridgewater,              | 544 | Apr. 27, 1901,     | 19,800                 | 3.75   | -                | -      | -      | -      |
| Halifax,                       | 54  | July 24, 1894,     | 23,463                 | 4.44   | -                | -      | -      | -      |
| Hanover,                       | 66  | July 30, 1894,     | 24,157                 | 4.58   | -                | -      | -      | -      |
| Hanson, <sup>10</sup>          | 262 | June 12, 1896,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Hanson, <sup>11</sup>          | 263 | June 12, 1896,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Hingham,                       | 8   | July 3, 1894,      | 27,666                 | 5.24   | 14,037           | 2.66   | -      | -      |
| Lakeville, <sup>9</sup>        | 174 | May 14, 1895,      | -                      | -      | -                | -      | -      | -      |
| Lakeville, <sup>12</sup>       | 509 | Jan. 1, 1901,      | 19,800                 | 3.75   | -                | -      | -      | -      |
| Lakeville, <sup>13</sup>       | 538 | Apr. 10, 1901,     | 18,480                 | 3.50   | -                | -      | 10,449 | 1.97   |
| Marion,                        | 29  | July 10, 1894,     | 27,248                 | 5.16   | 15,080           | 2.86   | 2,190  | .42    |
| Marshfield,                    | 71  | July 31, 1894,     | 40,400                 | 7.65   | 10,564           | 2.00   | 2,096  | .40    |
| Mattapoisett,                  | 30  | July 10, 1894,     | 24,992                 | 4.73   | 10,434           | 1.97   | 3,000  | .57    |
| Middleborough, <sup>14</sup>   | 68  | July 31, 1894,     | 44,859                 | 8.50   | 14,576           | 2.76   | -      | -      |
| Middleborough, <sup>15</sup>   | 428 | June 30, 1898,     | 32,310                 | 6.12   | -                | -      | -      | -      |
| Norwell,                       | 246 | May 5, 1896,       | 5,922                  | 1.12   | -                | -      | -      | -      |
| Pembroke,                      | 234 | Feb. 27, 1896,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Plymouth, <sup>16</sup>        | 72  | July 31, 1894,     | 90,420                 | 17.12  | 7,509            | 1.42   | -      | -      |
| Plymouth, <sup>17</sup>        | 269 | June 22, 1896,     | 5,846                  | 1.11   | 5,846            | 1.11   | -      | -      |
| Plymouth, <sup>17</sup>        | 374 | Oct. 11, 1897,     | 6,915                  | 1.31   | 6,987            | 1.32   | -      | -      |
| Plymouth, <sup>16</sup>        | 501 | Aug. 27, 1900,     | -                      | -      | -                | -      | -      | -      |
| Plympton,                      | 121 | Jan. 22, 1895,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Rochester,                     | 172 | May 13, 1895,      | 22,108                 | 4.19   | -                | -      | -      | -      |
| Rockland,                      | 75  | Aug. 1, 1894,      | 6,900                  | 1.31   | -                | -      | -      | -      |
| Scituate, <sup>18</sup>        | 69  | July 31, 1894,     | 28,500                 | 5.40   | 9,328            | 1.77   | -      | -      |
| Wareham, <sup>19</sup>         | 42  | July 16, 1894,     | 42,000                 | 7.95   | 3,014            | .57    | 786    | .15    |
| Wareham, <sup>19</sup>         | 406 | Feb. 5, 1895,      | 18,100                 | 3.43   | 5,529            | 1.05   | 4,055  | .77    |
| West Bridgewater,              | 221 | Dec. 4, 1895,      | 17,100                 | 3.24   | 5,252            | 1.00   | 5,135  | .97    |
| Whitman, <sup>20</sup>         | 65  | July 30, 1894,     | 8,900                  | 1.63   | 8,957            | 1.69   | -      | -      |
| Whitman, <sup>21</sup>         | 542 | Apr. 27, 1901,     | 11,880                 | 2.25   | -                | -      | -      | -      |
| Totals,                        |     |                    | 717,741                | 135.94 | 144,991          | 27.46  | 30,261 | 5.73   |

Forty-one petitions (four city and thirty-seven town), in one city and twenty-four towns.

Average distance petitioned for, 17,506 feet (3.32 miles).

Fifty-eight lay-outs, in one city and thirteen towns.

Laid out on city petitions, 13,328 feet (2.52 miles).

Laid out on town petitions, 161,924 feet (30.67 miles).

Total length laid out, 175,252 feet (33.19 miles); average, 3,022 feet (.57 mile).

Percentage of length laid out to length petitioned for, 24.42.

<sup>1</sup> Randolph Street.

<sup>2</sup> Brockton Avenue.

<sup>3</sup> North Main Street.

<sup>4</sup> South Main Street.

<sup>5</sup> Crescent Street to Whitman.

<sup>6</sup> Belmont Street to Easton.

<sup>7</sup> Centre Street to Abington.

<sup>8</sup> Main Street to West Bridgewater.

<sup>9</sup> Covered by subsequent petition.

<sup>10</sup> Main Street.

<sup>11</sup> Whitman Street.

<sup>12</sup> From Freetown line.

<sup>13</sup> From Middleborough line.

<sup>14</sup> From Wareham line.

<sup>15</sup> From Bridgewater line.

<sup>16</sup> South Shore road.

<sup>17</sup> Pine Hills road.

<sup>18</sup> Fall River-Cape Cod road.

<sup>19</sup> "Onset" road.

<sup>20</sup> Brockton road.

<sup>21</sup> Bedford Street.

*Suffolk County.*

| COUNTY, CITY OR TOWN.        | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                              |     |                    |                        |        | 1894-1900.       |        | 1901. |        |
|                              |     |                    | Feet.                  | Miles. | Feet.            | Miles. | Feet. | Miles. |
| Chelsea, . . . .             | 56  | July 25, 1894,     | 5,800                  | 1.10   | -                | -      | 3,053 | .58    |
| Revere, <sup>1</sup> . . . . | 60  | July 27, 1894,     | 11,500                 | 2.18   | 3,535            | .67    | -     | -      |
| Revere, <sup>2</sup> . . . . | 346 | June 10, 1897,     | 6,506                  | 1.23   | -                | -      | -     | -      |
| Revere, <sup>3</sup> . . . . | 350 | June 24, 1897,     | 3,469                  | .66    | 3,045            | .58    | -     | -      |
| Revere, <sup>4</sup> . . . . | 407 | Feb. 7, 1898,      | 11,000                 | 2.09   | -                | -      | -     | -      |
| Winthrop, <sup>5</sup> . . . | 73  | July 31, 1894,     | 18,100                 | 3.42   | -                | -      | -     | -      |
| Winthrop, <sup>6</sup> . . . | 451 | Dec. 29, 1898,     | -                      | -      | -                | -      | -     | -      |
| Totals, . . . .              |     |                    | 56,375                 | 10.68  | 6,580            | 1.25   | 3,053 | .58    |

Seven petitions (one city and six town), in one city and two towns.

Average distance petitioned for, 8,054 feet (1.53 miles).

Five lay-outs, in one city and one town.

Total length laid out, 9,633 feet (1.83 miles).

Percentage of length laid out to distance petitioned for, 17.32.

<sup>1</sup> Salem turnpike.

<sup>2</sup> Ocean Avenue.

<sup>3</sup> Atlantic Avenue.

<sup>4</sup> Ocean Avenue extension.

<sup>5</sup> Revere Street and Crest Avenue.

<sup>6</sup> Covered by previous petition.

*Worcester County.*

| COUNTY, CITY OR TOWN.          | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|--------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                                |     |                    |                        |        | 1894-1900.       |        | 1901. |        |
|                                |     |                    | Feet.                  | Miles. | Feet.            | Miles. | Feet. | Miles. |
| Ashburnham, . . .              | 463 | Apr. 17, 1899,     | 13,200                 | 2.50   | -                | -      | -     | -      |
| Athol, . . . .                 | 37  | July 12, 1894,     | 16,800                 | 3.18   | 8,475            | 1.61   | -     | -      |
| Auburn, . . . .                | 148 | Mar. 30, 1895,     | 23,095                 | 5.32   | 14,753           | 2.80   | 5,207 | .99    |
| Auburn, <sup>1</sup> . . . .   | 433 | Aug. 24, 1895,     | 1,437                  | .27    | 1,437            | .27    | -     | -      |
| Barre, . . . .                 | 146 | Mar. 10, 1895,     | 15,286                 | 2.90   | 8,611            | 1.63   | -     | -      |
| Blackstone, <sup>2</sup> . . . | 140 | Mar. 2, 1895,      | 7,700                  | 1.46   | -                | -      | -     | -      |
| Blackstone, <sup>3</sup> . . . | 399 | Dec. 29, 1897,     | 12,304                 | 2.33   | 6,156            | 1.17   | -     | -      |
| Bolton, <sup>4</sup> . . . .   | 185 | June 3, 1895,      | 5,300                  | 1.00   | -                | -      | -     | -      |
| Bolton, <sup>5</sup> . . . .   | 472 | June 5, 1899,      | 32,500                 | 6.16   | -                | -      | -     | -      |
| Boylston, . . . .              | 398 | Dec. 23, 1897,     | 10,560                 | 2.00   | -                | -      | -     | -      |
| Brookfield, <sup>6</sup> . . . | 111 | Jan. 2, 1895,      | 5,972                  | 1.13   | -                | -      | -     | -      |
| Brookfield, <sup>6</sup> . . . | 300 | Nov. 27, 1896,     | 22,025                 | 4.17   | 7,356            | 1.39   | -     | -      |
| Charlton, <sup>7</sup> . . . . | 261 | June 11, 1896,     | 10,900                 | 2.06   | -                | -      | 5,800 | 1.10   |

<sup>1</sup> Relocation.

<sup>2</sup> South Main Street.

<sup>3</sup> North Main Street.

<sup>4</sup> Hudson road.

<sup>5</sup> Stow-Lancaster road.

<sup>6</sup> Springfield-Worcester road.

<sup>7</sup> Charlton Depot to Charlton City.

## Worcester County — Continued.

| COUNTY, CITY OR TOWN.               | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|-------------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                                     |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                                     |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Charlton, <sup>1</sup> . . . .      | 389 | Dec. 13, 1897,     | 5,280                  | 1.00   | -                | -      | -     | -      |
| Dana, . . . .                       | 294 | Sept. 24, 1896,    | 10,560                 | 2.00   | -                | -      | -     | -      |
| Douglas, . . . .                    | 384 | Dec. 1, 1897,      | 10,567                 | 2.00   | -                | -      | -     | -      |
| Dudley, . . . .                     | 391 | Dec. 16, 1897,     | 15,840                 | 3.00   | -                | -      | -     | -      |
| Fitchburg, <sup>2</sup> . . . .     | 17  | July 5, 1894,      | 5,493                  | 1.04   | 5,133            | .97    | -     | -      |
| Fitchburg, <sup>3</sup> . . . .     | 62  | July 20, 1894,     | 20,800                 | 3.94   | 3,050            | .58    | 2,600 | .49    |
| Fitchburg, <sup>4</sup> . . . .     | 93  | Oct. 3, 1894,      | 10,560                 | 2.00   | -                | -      | -     | -      |
| Fitchburg, <sup>5</sup> . . . .     | 339 | May 14, 1897,      | 5,280                  | 1.00   | 3,196            | .61    | -     | -      |
| Gardner, . . . .                    | 13  | July 3, 1894,      | 29,656                 | 5.62   | 15,820           | 3.00   | 1,900 | .36    |
| Grafton, . . . .                    | 213 | Aug. 15, 1895,     | 16,971                 | 3.21   | 8,204            | 1.56   | -     | -      |
| Hardwick, . . . .                   | 207 | July 31, 1895,     | 5,357                  | 1.01   | 2,052            | .39    | 2,271 | .43    |
| Harvard, . . . .                    | 260 | June 11, 1896,     | 25,700                 | 4.87   | 3,709            | .70    | -     | -      |
| Holden, <sup>6</sup> . . . .        | 10  | July 3, 1894,      | 27,920                 | 5.29   | 19,860           | 3.76   | -     | -      |
| Holden, <sup>6</sup> . . . .        | 437 | Nov. 2, 1898,      | 9,240                  | 1.75   | -                | -      | -     | -      |
| Hopedale, <sup>7</sup> . . . .      | 144 | Mar. 16, 1895,     | 6,040                  | 1.14   | -                | -      | -     | -      |
| Hopedale, <sup>8</sup> . . . .      | 423 | June 20, 1898,     | 1,760                  | .33    | -                | -      | -     | -      |
| Hubbardston, . . . .                | 232 | Feb. 24, 1896,     | 10,560                 | 2.00   | -                | -      | -     | -      |
| Lancaster, <sup>9</sup> . . . .     | 137 | Feb. 28, 1895,     | 24,808                 | 4.70   | -                | -      | -     | -      |
| Lancaster, <sup>10</sup> . . . .    | 554 | July 11, 1901,     | 7,920                  | 1.50   | -                | -      | -     | -      |
| Leicester, . . . .                  | 25  | July 9, 1894,      | 28,110                 | 5.32   | 25,680           | 4.87   | -     | -      |
| Leominster, <sup>9</sup> . . . .    | 91  | Sept. 29, 1894,    | 26,400                 | 5.00   | -                | -      | -     | -      |
| Leominster, <sup>11</sup> . . . .   | 543 | Apr. 29, 1901,     | 14,520                 | 2.75   | -                | -      | 7,000 | 1.33   |
| Lunenburg, . . . .                  | 16  | July 5, 1894,      | 30,772                 | 5.83   | 7,650            | 1.45   | 2,113 | .40    |
| Mendon, . . . .                     | 84  | Aug. 20, 1894,     | 18,432                 | 3.49   | -                | -      | -     | -      |
| Millbury, <sup>12</sup> . . . .     | 372 | Oct. 2, 1897,      | 19,260                 | 3.65   | 2,000            | .38    | -     | -      |
| Millbury, <sup>13</sup> . . . .     | 484 | Feb. 26, 1900,     | 4,224                  | .80    | -                | -      | -     | -      |
| Millbury, <sup>14</sup> . . . .     | 552 | June 13, 1901,     | 7,565                  | 1.43   | -                | -      | -     | -      |
| Milford, <sup>7</sup> . . . .       | 420 | June 6, 1898,      | 9,220                  | 1.76   | -                | -      | -     | -      |
| Milford, <sup>8</sup> . . . .       | 421 | June 6, 1898,      | 5,550                  | 1.05   | -                | -      | -     | -      |
| New Braintree, . . . .              | 210 | Aug. 6, 1895,      | 939                    | .18    | 920              | .17    | -     | -      |
| Northborough, <sup>15</sup> . . . . | 122 | Jan. 24, 1895,     | 3,840                  | .73    | -                | -      | -     | -      |
| Northborough, <sup>16</sup> . . . . | 153 | Apr. 1, 1895,      | 11,000                 | 2.08   | 7,199            | 1.33   | -     | -      |

<sup>1</sup> From Oxford line.<sup>2</sup> Westminster road.<sup>3</sup> Ashby road.<sup>4</sup> Leominster road.<sup>5</sup> Lunenburg road.<sup>6</sup> Worcester-Gardner road.<sup>7</sup> Milford-Mendon road.<sup>8</sup> Milford-Upton road.<sup>9</sup> Fitchburg road.<sup>10</sup> Lower road.<sup>11</sup> Central Street.<sup>12</sup> Grafton-Worcester road.<sup>13</sup> Canal and Providence streets.<sup>14</sup> Sutton road.<sup>15</sup> Westborough Hospital road.<sup>16</sup> Worcester-Marlborough road.

## Worcester County — Continued.

| COUNTY, CITY OR TOWN.        | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |       |        |
|------------------------------|-----|--------------------|------------------------|--------|------------------|--------|-------|--------|
|                              |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901. |        |
|                              |     |                    |                        |        | Feet.            | Miles. | Feet. | Miles. |
| Northborough, <sup>1,2</sup> | 373 | Oct. 4, 1897,      | -                      | -      | 2,231            | .42    | -     | -      |
| Northborough, <sup>3</sup>   | 465 | May 8, 1899,       | 16,750                 | 3.17   | 2,203            | .42    | -     | -      |
| North Brookfield,            | 324 | Feb. 25, 1897,     | 11,913                 | 2.26   | -                | -      | -     | -      |
| Oakham,                      | 199 | July 11, 1895,     | 15,045                 | 2.85   | -                | -      | -     | -      |
| Oxford, <sup>4</sup>         | 108 | Dec. 24, 1894,     | 33,550                 | 6.35   | -                | -      | -     | -      |
| Oxford, <sup>4</sup>         | 404 | Jan. 25, 1898,     | 10,560                 | 2.00   | -                | -      | -     | -      |
| Oxford, <sup>5</sup>         | 533 | Mar. 27, 1901,     | 3,000                  | .57    | -                | -      | -     | -      |
| Paxton,                      | 33  | July 10, 1894,     | 28,500                 | 5.40   | 17,116           | 3.24   | -     | -      |
| Petersham,                   | 296 | Oct. 22, 1896,     | 23,744                 | 4.50   | -                | -      | -     | -      |
| Phillipston,                 | 14  | July 3, 1894,      | 17,500                 | 3.31   | 6,301            | 1.19   | -     | -      |
| Princeton, <sup>6</sup>      | 193 | June 22, 1895,     | 14,221                 | 2.69   | 5,252            | .99    | -     | -      |
| Princeton, <sup>7</sup>      | 452 | Dec. 29, 1898,     | 5,730                  | 1.09   | -                | -      | -     | -      |
| Royalston,                   | 302 | Dec. 7, 1896,      | 23,195                 | 4.39   | -                | -      | -     | -      |
| Rutland, <sup>8</sup>        | 141 | Mar. 5, 1895,      | 24,581                 | 4.66   | -                | -      | -     | -      |
| Rutland, <sup>9</sup>        | 142 | Mar. 5, 1895,      | 24,268                 | 4.60   | -                | -      | -     | -      |
| Shrewsbury, <sup>3</sup>     | 21  | July 6, 1894,      | 11,000                 | 2.08   | 11,000           | 2.08   | -     | -      |
| Shrewsbury, <sup>3</sup>     | 308 | Jan. 6, 1897,      | 4,092                  | .78    | 4,092            | .78    | -     | -      |
| Shrewsbury, <sup>3</sup>     | 394 | Dec. 22, 1897,     | 2,800                  | .53    | 2,800            | .53    | -     | -      |
| Shrewsbury, <sup>3</sup>     | 429 | July 11, 1898,     | 10,560                 | 2.00   | 2,675            | .51    | -     | -      |
| Southborough, <sup>10</sup>  | 161 | Apr. 18, 1895,     | 5,300                  | 1.00   | -                | -      | -     | -      |
| Southborough, <sup>10</sup>  | 447 | Dec. 20, 1898,     | 5,440                  | 1.03   | -                | -      | -     | -      |
| Southborough, <sup>10</sup>  | 548 | May 16, 1901,      | 5,280                  | 1.00   | -                | -      | -     | -      |
| Southbridge, <sup>11</sup>   | 403 | Jan. 13, 1898,     | 9,846                  | 1.87   | -                | -      | -     | -      |
| Southbridge, <sup>12</sup>   | 486 | Mar. 22, 1900,     | 2,640                  | .50    | -                | -      | -     | -      |
| Southbridge, <sup>13</sup>   | 528 | Feb. 26, 1901,     | 4,300                  | .81    | -                | -      | -     | -      |
| Spencer, <sup>14</sup>       | 49  | July 19, 1894,     | 23,418                 | 4.44   | 6,800            | 1.29   | 1,650 | .31    |
| Spencer, <sup>14,2</sup>     | 320 | Feb. 19, 1897,     | -                      | -      | -                | -      | -     | -      |
| Sterling, <sup>15</sup>      | 168 | May 1, 1895,       | 5,280                  | 1.00   | 4,034            | .76    | -     | -      |
| Sterling, <sup>15</sup>      | 318 | Feb. 18, 1897,     | 5,280                  | 1.00   | -                | -      | -     | -      |
| Sterling, <sup>16</sup>      | 319 | Feb. 18, 1897,     | 12,882                 | 2.44   | -                | -      | -     | -      |
| Sterling, <sup>15</sup>      | 358 | July 8, 1897,      | 500                    | .09    | -                | -      | -     | -      |

<sup>1</sup> Westborough Hospital road.<sup>2</sup> Covered by previous petition.<sup>3</sup> Worcester-Marlborough road.<sup>4</sup> Worcester-Webster road.<sup>5</sup> Relocation.<sup>6</sup> Princeton Depot road.<sup>7</sup> Sterling road.<sup>8</sup> Worcester-Gardner road.<sup>9</sup> Worcester-Athol road.<sup>10</sup> Westborough-Framlingham road.<sup>11</sup> Charlton City road.<sup>12</sup> West Main Street.<sup>13</sup> Dudley road.<sup>14</sup> Springfield-Worcester road.<sup>15</sup> Fitchburg road.<sup>16</sup> Lancaster road.

*Worcester County — Concluded.*

| COUNTY, CITY OR TOWN.                  | No. | Petition received. | LENGTH PETITIONED FOR. |        | LENGTH LAID OUT. |        |        |        |
|--|-----|--------------------|------------------------|--------|------------------|--------|--------|--------|
|  |     |                    | Feet.                  | Miles. | 1894-1900.       |        | 1901.  |        |
|  |     |                    |                        |        | Feet.            | Miles. | Feet.  | Miles. |
| Sterling, <sup>1</sup> . . . .         | 396 | Dec. 23, 1897,     | 10,091                 | 1.91   | 2,807            | .53    | -      | -      |
| Sturbridge, . . . .                    | 169 | May 7, 1895,       | 12,600                 | 2.39   | 3,094            | .59    | -      | -      |
| Sutton, <sup>2</sup> . . . .           | 85  | Aug. 25, 1894,     | 6,096                  | 1.16   | -                | -      | -      | -      |
| Sutton, <sup>3</sup> . . . .           | 385 | Dec. 1, 1897,      | 7,770                  | 1.47   | 2,599            | .49    | 2,681  | .51    |
| Templeton, . . . .                     | 86  | Sept. 1, 1894,     | 31,600                 | 5.98   | 3,300            | .63    | 2,000  | .38    |
| Upton, . . . .                         | 305 | Dec. 18, 1896,     | 27,443                 | 5.20   | -                | -      | -      | -      |
| Uxbridge, <sup>2</sup> . . . .         | 89  | Sept. 28, 1894,    | 15,759                 | 2.98   | 6,717            | 1.28   | 2,633  | .50    |
| Uxbridge, <sup>3</sup> . . . .         | 379 | Nov. 2, 1897,      | 6,140                  | 1.17   | -                | -      | -      | -      |
| Warren, <sup>4</sup> . . . .           | 15  | July 5, 1894,      | 28,020                 | 5.31   | 14,908           | 2.82   | 2,515  | .47    |
| Warren, <sup>5</sup> . . . .           | 39  | July 16, 1894,     | 18,868                 | 3.57   | -                | -      | -      | -      |
| Webster, . . . .                       | 392 | Dec. 16, 1897,     | 7,700                  | 1.46   | -                | -      | -      | -      |
| Westborough, <sup>6</sup> . . . .      | 160 | Apr. 14, 1895,     | 1,100                  | .21    | 1,100            | .21    | -      | -      |
| Westborough, <sup>7</sup> . . . .      | 306 | Dec. 30, 1896,     | -                      | -      | -                | -      | -      | -      |
| Westborough, <sup>6</sup> . . . .      | 371 | Sept. 27, 1897,    | 2,579                  | .49    | 2,579            | .49    | -      | -      |
| Westborough, <sup>6</sup> . . . .      | 401 | Jan. 10, 1898,     | 6,048                  | 1.15   | -                | -      | -      | -      |
| Westborough, <sup>8</sup> . . . .      | 475 | June 18, 1899,     | 34,320                 | 6.50   | -                | -      | -      | -      |
| Westborough, <sup>9</sup> . . . .      | 537 | Apr. 4, 1901,      | 4,488                  | .85    | -                | -      | -      | -      |
| West Boylston, <sup>1</sup> . . . .    | 310 | Jan. 15, 1897,     | 6,100                  | 1.16   | 6,100            | 1.16   | -      | -      |
| West Boylston, <sup>1</sup> . . . .    | 369 | Sept. 22, 1897,    | 3,900                  | .74    | 2,100            | .40    | -      | -      |
| West Brookfield, <sup>10</sup> . . . . | 222 | Dec. 5, 1895,      | 800                    | .15    | 800              | .15    | -      | -      |
| West Brookfield, <sup>4</sup> . . . .  | 312 | Jan. 25, 1897,     | 13,350                 | 2.53   | 4,300            | .81    | 3,650  | .69    |
| West Brookfield, <sup>4</sup> . . . .  | 382 | Nov. 12, 1897,     | 5,280                  | 1.00   | -                | -      | -      | -      |
| Westminster, . . . .                   | 23  | July 9, 1894,      | 30,597                 | 5.79   | 15,825           | 3.00   | -      | -      |
| Winchendon, . . . .                    | 317 | Feb. 17, 1897,     | 8,866                  | 1.63   | -                | -      | -      | -      |
| Worcester, <sup>11</sup> . . . .       | 162 | Apr. 22, 1895,     | 7,636                  | 1.44   | 7,157            | 1.35   | -      | -      |
| Worcester, <sup>12</sup> . . . .       | 327 | Mar. 4, 1897,      | 12,155                 | 2.30   | 3,486            | .66    | -      | -      |
| Worcester, <sup>13</sup> . . . .       | 328 | Mar. 4, 1897,      | 12,645                 | 2.39   | 2,850            | .54    | -      | -      |
| Totals, . . . .                        | .   | .                  | 1,295,419              | 245.34 | 295,487          | 55.96  | 42,020 | 7.96   |

One hundred and three petitions (seven city and ninety-six town), in two cities and fifty-four towns.

Average distance petitioned for, 12,577 feet (2.38 miles).

One hundred and twenty-one lay-outs, in two cities and thirty-two towns.

Laid out on city petitions, 27,472 feet (5.20 miles).

Laid out on town petitions, 310,035 feet (58.72 miles).

Total length laid out, 337,507 feet (63.92 miles); average, 2,789 feet (.53 mile).

Percentage of length laid out to length petitioned for, 26.05.

<sup>1</sup> Fitchburg road.

<sup>2</sup> Blackstone Valley road.

<sup>3</sup> Mendon road.

<sup>4</sup> Springfield-Worcester road.

<sup>5</sup> Brimfield road.

<sup>6</sup> Westborough Hospital road.

<sup>7</sup> Covered by subsequent petition.

<sup>8</sup> Southborough-Grafton road.

<sup>9</sup> East and West Main streets.

<sup>10</sup> Ware road.

<sup>11</sup> Pleasant Street to Paxton.

<sup>12</sup> Grove Street to Holden.

<sup>13</sup> West Boylston Street.

## SUMMARY BY COUNTIES.

| COUNTIES.         | PETITIONS RECEIVED. |       |       |        | PETITIONS SITUATED IN— |        |        | LAY-OUTS MADE IN— |        |        | Number of Lay-outs. |
|-------------------|---------------------|-------|-------|--------|------------------------|--------|--------|-------------------|--------|--------|---------------------|
|                   | County.             | City. | Town. | Total. | Cities.                | Towns. | Total. | Cities.           | Towns. | Total. |                     |
| Barnstable, . . . | -                   | -     | 32    | 32     | -                      | 15     | 15     | -                 | 11     | 11     | 47                  |
| Berkshire, . . .  | 15                  | 4     | 35    | 54     | 2                      | 23     | 25     | 2                 | 11     | 13     | 41                  |
| Bristol, . . .    | 1                   | 4     | 26    | 31     | 2                      | 16     | 18     | 1                 | 12     | 13     | 45                  |
| Dukes, . . .      | 2                   | -     | 4     | 6      | -                      | 5      | 5      | -                 | 4      | 4      | 15                  |
| Essex, . . .      | 2                   | 16    | 39    | 57     | 7                      | 24     | 31     | 7                 | 12     | 19     | 45                  |
| Franklin, . . .   | 1                   | -     | 43    | 44     | -                      | 16     | 16     | -                 | 13     | 13     | 43                  |
| Hampden, . . .    | 4                   | 1     | 20    | 25     | 2                      | 17     | 19     | 1                 | 9      | 10     | 45                  |
| Hampshire, . . .  | 1                   | 3     | 35    | 39     | 1                      | 17     | 18     | 1                 | 11     | 12     | 40                  |
| Middlesex, . . .  | 11                  | 11    | 66    | 88     | 6                      | 42     | 48     | 4                 | 21     | 25     | 81                  |
| Nantucket, . . .  | -                   | -     | 1     | 1      | -                      | 1      | 1      | -                 | 1      | 1      | 11                  |
| Norfolk, . . .    | -                   | 3     | 30    | 33     | 1                      | 21     | 22     | 1                 | 12     | 13     | 45                  |
| Plymouth, . . .   | -                   | 4     | 37    | 41     | 1                      | 24     | 25     | 1                 | 13     | 14     | 58                  |
| Suffolk, . . .    | -                   | 1     | 6     | 7      | 1                      | 2      | 3      | 1                 | 1      | 2      | 5                   |
| Worcester, . . .  | -                   | 7     | 96    | 103    | 2                      | 54     | 56     | 2                 | 32     | 34     | 121                 |
| Totals, . . .     | 37                  | 54    | 470   | 561    | 25                     | 277    | 302    | 21                | 163    | 184    | 642                 |

SUMMARY BY COUNTIES — *Concluded.*

| COUNTIES.       | LENGTHS<br>PETITIONED<br>FOR. |          | LENGTHS LAID OUT. |        |         |        |           |        | Percentage. |
|-----------------|-------------------------------|----------|-------------------|--------|---------|--------|-----------|--------|-------------|
|                 |                               |          | 1894-1900.        |        | 1901.   |        | TOTAL.    |        |             |
|                 | Feet.                         | Miles.   | Feet.             | Miles. | Feet.   | Miles. | Feet.     | Miles. |             |
| Barnstable, .   | 592,271                       | 112.17   | 149,032           | 28.23  | 46,100  | 8.73   | 195,132   | 36.96  | 32.89       |
| Berkshire, . .  | 534,415                       | 101.22   | 116,809           | 22.12  | 15,828  | 3.00   | 132,637   | 25.12  | 24.82       |
| Bristol, . . .  | 532,434                       | 100.84   | 120,092           | 22.74  | 32,282  | 6.11   | 152,374   | 28.85  | 28.62       |
| Dukes, . . .    | 119,723                       | 22.67    | 43,088            | 8.16   | 2,763   | .52    | 45,851    | 8.68   | 38.29       |
| Essex, . . .    | 814,106                       | 154.19   | 134,741           | 25.52  | 17,902  | 3.39   | 152,643   | 28.91  | 18.75       |
| Franklin, . . . | 467,053                       | 88.46    | 101,944           | 19.31  | 14,008  | 2.65   | 115,952   | 21.96  | 24.83       |
| Hampden, . . .  | 496,083                       | 93.95    | 108,921           | 20.63  | 28,773  | 5.45   | 137,694   | 26.08  | 27.76       |
| Hampshire, . .  | 411,388                       | 77.91    | 89,173            | 16.89  | 13,916  | 2.64   | 103,089   | 19.53  | 25.07       |
| Middlesex, . .  | 1,254,304                     | 237.56   | 221,796           | 42.01  | 54,410  | 10.30  | 276,206   | 52.31  | 22.02       |
| Nantucket, . .  | 34,185                        | 6.47     | 27,290            | 5.17   | 3,770   | .71    | 31,060    | 5.88   | 91.50       |
| Norfolk, . . .  | 431,008                       | 81.63    | 107,994           | 20.45  | 20,619  | 3.91   | 128,613   | 24.36  | 29.84       |
| Plymouth, . . . | 717,741                       | 135.94   | 144,991           | 27.46  | 30,261  | 5.73   | 175,252   | 33.19  | 24.42       |
| Suffolk, . . .  | 56,875                        | 10.68    | 6,580             | 1.25   | 3,953   | .58    | 9,633     | 1.83   | 17.32       |
| Worcester, . .  | 1,295,419                     | 245.34   | 295,487           | 55.96  | 42,020  | 7.96   | 337,507   | 63.92  | 26.05       |
| Totals, . . .   | 7,756,455                     | 1,469.02 | 1,667,938         | 315.90 | 325,705 | 61.68  | 1,993,643 | 377.58 | 25.70       |

Laid out on county petitions, 396,253 feet (75.05 miles).

Laid out on city petitions, 170,786 feet (32.34 miles).

Laid out on town petitions, 1,426,604 feet (270.19 miles).

Average distance petitioned for, 13,826 feet (2.62 miles).

Average length laid out, 3,105 feet (.59 mile).

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